DEPUTY PRIME MINISTER
AND
MINISTRY OF CONSTRUCTION,
TRANSPORT AND INFRASTRUCTURE

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Dear all,

You have before you the new book of infrastructural projects in Serbia of total value of 14.7 billion Euros. Some of the projects are currently in progress and now you have a chance to get acquainted with the latest projects that will be carried out in the future period of time.

When we finish our work related to the projects, we will have before us a different, more modern, more successful and more organized country that will be fully incorporated into the infrastructure of the European Union. The finalization of the projects from the area of railways, roads, waterborne transport and air transport will mean that Serbia has fulfilled its mission and become an integral part of Europe.

For the first time you have in front of you projects that will be carried out in very important areas of gender equality and projects for a more complete and more thorough Roma integration in Serbia. This is why these projects represent 'the strength and soul' of our country. You now have a chance to participate in these projects and take part in the creation of a new page in our history book. I invite you to be our partners in the creation of modern European Serbia.

We build all our roads, railways, airports and ports so that other nations of Europe can meet the culture and tradition of Serbia, meet the magnificent soul of our country and our people. That is why we have given you a part of our soul in the new book of projects through the motives and details from our national costumes that Serbia is famous for. It is a part of our history our ancestors bequeathed to us so that we can hand it down to our grandchildren. We do all this for future generations to whom we wish to leave a better and a more successful country. We hope to be remembered by that. That is why I invite you to build European Serbia together with us as our partners.

Deputy Prime Minister,
Minister of Construction, Transport and Infrastructure,
Professor PhD Zorana Mihajlovic

PRINT: MILITARY PRINTIG OFFICE “BEOGRAD”

Table of contents

ONGOING PROJECTS

Chaired by the Deputy Prime Minister Gender Equality

RESPONSIBLE PARTY:	**Ministry of Labour, Employment, Veteran and Social Affairs**
PARTNERS	**COORDINATION BODY FOR GENDER EQUALITY; UNDP; SIDA; NGO sector in Serbia**
PROJECT NAME:	***The introduction of the National SOS telephone line for women who have experienced gender-based violence***
STRATEGIC/ LEGAL FRAMEWORK:	• The Law on Gender Equality • The Law on Social Protection • The National Strategy on Gender Equality for the period from 2016 to 2020 • The Istanbul Convention
PROJECT IMPORTANCE:	Institutionalized support to the victims of gender-based violence; the elimination of violence against women
PROJECT STATUS:	In progress
INVESTMENT VALUE:	50 million RSD per year
PROJECT START DATE:	The end of 2015
PROJECT END DATE:	The beginning of 2016
FUNDING SOURCE:	Donations
PROJECT DESCRIPTION:	• Adoption of the Regulation is the first and the most important step in the process of establishing a national SOS telephone line. • Cooperation with UNDP has been established on this project. Swedish agency SIDA approved the continuation of the UNDP project "Integrated response to gender-based violence," the most essential component of which is the introduction of an SOS telephone line. • The process of introducing a national SOS telephone line includes the following activities: 1. Adoption of the Regulation on standards for providing SOS telephone service 2. Defining the service provider 3. Determining funding source

Chaired by the Deputy Prime Minister
Social Inclusion and Poverty Reduction Unit

RESPONSIBLE PARTY:	**Government of the Republic of Serbia, Office of the Deputy Prime Minister**
PROJECT NAME:	***Introduction of the Gender Equality Index for the Republic of Serbia***
IMPLEMENTING PARTNERS:	Office of the Deputy Prime Minister and Minister of Construction, Transport and Infrastructure, Social Inclusion and Poverty Reduction Unit, Statistical Office of the Republic of Serbia.
STRATEGIC/ LEGAL BASIS:	• Constitution of the Republic of Serbia; • Law on Gender Equality; Anti-Discrimination Law.
PROJECT IMPORTANCE:	Gender Equality Index represents a powerful tool to track the advancement in gender equality. Introducing the Index to the Republic of Serbia will allow relevant institutions to track and consequently plan the improvement of gender equality in the Republic of Serbia. The Gender Equality Index is one of the most important instruments for policy enhancement from the perspective of gender equality in the process of EU integration that will allow comparative analysis between the Republic of Serbia and EU member states.
PROJECT STATUS:	The Gender Equality Index for the Republic of Serbia was calculated on 16 November 2015. Serbia's GEI is 39.29.
INVESTMENT VALUE:	20,000 EUR
PROJECT START DATE:	October 2014
PROJECT END DATE:	Expected end date: 15 January 2016.
SOURCE OF FUNDING:	SIPRU, Institute for Gender Equality
PROJECT DESCRIPTION:	• The reason for the introduction of the Gender Equality Index lies in the fact that global indexes cover indicators that are not always relevant for the European context, including the UN gender equality indexes which are not comprehensive; in addition, there is a lack of available data and global indicators put their emphasis on women. In comparison, the Gender Equality Index highlights gender equality (as men can be in statistically worse positions in many areas); finally, some new indicators were introduced, such as time use. • The Gender Equality Index covers eight areas: labour, money, knowledge, power, health, time and two sub-areas: violence and intersecting inequalities. • The Index ranges from 1, representing gender inequality, to 100, representing total gender equality, and is calculated on the basis of a combination of statistical data from the abovementioned areas. • It is assumed that it is possible to calculate this index for Serbia on the basis of the available data which will influence creation of policies with the aim to improve gender equality on the basis of the needs expressed by this index, as well as to enable comparability with EU member states in order to exchange and implement the examples of good practices. • The sources from which the data was gathered were the following: LFS, Earnings survey, SILC, Quality of Life, DG Justice – Women and men in decision making, Education statistics, demographic – life expectancy.

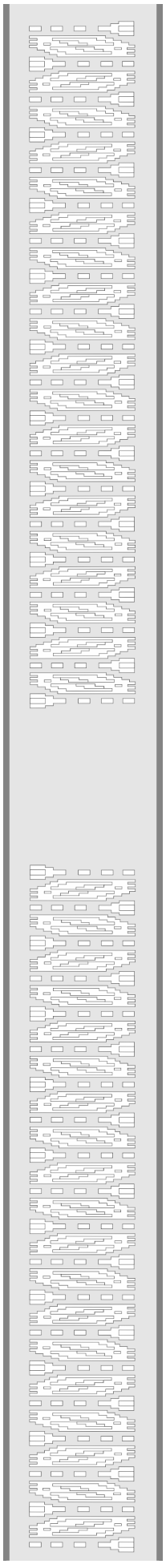
RESPONSIBLE PARTY:	**Government of the Republic of Serbia, Office of the Deputy Prime Minister**
PROJECT NAME:	***Gender Equality in the process of IPA programming and monitoring in Serbia***
IMPLEMENTING PARTNERS:	Office of the Deputy Prime Minister and Minister of Construction, Transport and Infrastructure, Ministry of Labour, Employment, Veteran and Social Issues, Office for Human and Minority Rights, Social Inclusion and Poverty Reduction Unit
STRATEGIC/ LEGAL BASIS:	• There is a growing body of international laws and standards enshrined in the Convention on the Elimination of All Forms of Discrimination Against Women (CEDAW); the Beijing Platform for Action; Women, Peace and Security Framework and Commitments, Convention against Discrimination in Education; Discrimination (Employment and Occupation) Convention; Convention on the Political Rights of Women; Equal Remuneration Convention; UN Framework Convention for Climate Change; The Hyogo Framework for Action and Aid Effectiveness Commitments, and other guiding documents. • National legal basis in the Republic of Serbia is the following: the Constitution of the Republic of Serbia, Gender Equality Law, Gender Equality Strategy and Action Plan, other anti-discrimination legislation, Labour Law, Law on Youth, Law on the Foundations of the Education System, and other laws.
PROJECT IMPORTANCE:	Gender equality represents a fundamental European value. Protection of equality is rooted in treaties and exercised through equal treatment legislation, integration of gender perspective into all other policies (gender mainstreaming), and through specific measures for the advancement of women (affirmative action).
PROJECT STATUS:	Completed.
INVESTMENT VALUE:	10,000 EUR
PROJECT START DATE:	15 October 2015
PROJECT END DATE:	16 October 2015
SOURCE OF FUNDING:	UN Women
PROJECT DESCRIPTION:	• The Instrument for Pre-accession Assistance (IPA) is the means by which the EU supports reforms in the 'enlargement countries' with financial and technical help. The IPA funds build up the capacities of the countries throughout the accession process, resulting in progressive, positive developments in the region. Those reforms should provide their citizens, men and women, with better opportunities and allow for development of standards equal to the ones citizens of the EU enjoy. Therefore, it is crucial to take gender into consideration in every step of IPA program design, implementation, monitoring and evaluation, so that the political and economic reforms benefit women and men.

	• This two day training sought to support representatives of all national institutions involved in the processes of IPA programming in honouring those commitments and enhancing the effectiveness of IPA funding support in advancing gender equality. The training was organized in partnership with the Serbian European Integration Office and the Social Inclusion and Poverty Reduction Unit, on 15 and 16 October. • Participants in the training were 39 civil servants, most of them Heads of IPA programming departments and advisors for development assistance planning and programming in institutions at national level that are participating in IPA programming. This highly qualified group of participants contributed with significant experience and expertise in project cycle management, development assistance planning, monitoring and evaluation. In addition to expanding knowledge through learning new subjects and skills, the training also provided an opportunity for networking and peer exchange.

RESPONSIBLE PARTY:	**Government of the Republic of Serbia, Office of the Deputy Prime Minister**
PROJECT NAME:	***Drafting the Strategy for the Social Inclusion of Roma in the Republic of Serbia for 2015-2025***
IMPLEMENTING PARTNERS:	Office of the Deputy Prime Minister and Minister of Construction, Transport and Infrastructure, Ministry of Labour, Employment, Veteran and Social Issues, Office for Human and Minority Rights, Social Inclusion and Poverty Reduction Unit.
STRATEGIC/ LEGAL BASIS:	• Constitution of the Republic of Serbia; • Strategy for the Development of Education in Serbia until 2020; • National Employment Strategy; • Public Health Strategy; • Strategy for Prevention and Protection against Discrimination; • Law on the Protection of Rights and Freedoms of National Minorities; • Law on National Councils of National Minorities; • Law on Social Protection; • Anti-Discrimination Law; Law on Financial Support to Families with Children; • Law on Social Housing; • Healthcare Law; • The Action Plan for Negotiation Chapter 23, and other.
PROJECT IMPORTANCE:	Realization of this project will ensure the existence of national policy for Roma inclusion. It will support further improvement of Roma inclusion in the Republic of Serbia and ensure better coordination and progression with regard to this important issue.
PROJECT STATUS:	The project has been a priority throughout the entire 2015, and is at the moment in its last stage. Currently, there are public consultations on the final draft document. It is expected that the Strategy will be adopted by the Government of Serbia by the end of 2015.
INVESTMENT VALUE:	For the implementation of this project, a pool of donors was developed including the Government of Serbia, the EU (TARI and RAP projects), Swiss Development Cooperation, Swedish International Development Aid, Open Society Foundations, World Bank, UNICEF, and UNDP. In total, all partners have invested 100,000 EUR in this initiative.
PROJECT START DATE:	May 2014
PROJECT END DATE:	15 December 2015
SOURCE OF FUNDING:	Pool of donors which included the Government of Serbia, EU (TARI and RAP projects), Swiss Development Cooperation, Swedish International Development Aid, Open Society Foundations, World Bank, UNICEF, and UNDP.
PROJECT DESCRIPTION:	The National Strategy for the Social Inclusion of Roma in the Republic of Serbia (2015-2025) is a strategic document which will, in the next ten years, intensify the effort of the institutions, locally and nationally, in order to improve social inclusion of Roma in Serbia and which will help the achievement of the fulfilment of human rights. The Strategy consists of 5 priority areas: education, housing, employment, health and social protection. Main goal of the Strategy is to improve socio-economic position of Roma in Serbia, while ensuring the full range of human rights, to eliminate discrimination, and to achieve greater social inclusion in all parts of the society.

	The Draft of the Strategy provides for five specific goals: 1) Ensuring full inclusion of Roma children and youth in high-quality preschool, primary and secondary education, more Roma in higher education and providing support to schooling of youth and adults who did not enrol in elementary education or who had dropped out of school, with the implementation of effective anti-discrimination mechanisms and creation of conditions for respect of all human rights in educational system. 2) Improving housing conditions of Roma in Serbia through provision of legal safety of housing status, availability of services, materials, facilities, infrastructure, financial affordability, location, and cultural adequacy, as defined by international standards of adequate housing ratified by the Republic of Serbia. 3) Support of the full inclusion of the working-age Roma on the labour market, improving employability and employment, especially of extremely vulnerable categories. 4) Improving the health of Roma, while simultaneously creating conditions for humane and dignified treatment, equality in access to healthcare services, and full realisation of rights to health in the healthcare system of the Republic of Serbia. 5) Improving the access to social protection services and availability of welfare services in order to decrease poverty and increase social inclusion of Roma in local community. The process of creation of the Strategy is transparent, and relevant governmental institutions, as well as non-governmental, were consulted and included in the creation of this important document. Operational conclusions of the Third Seminar on Social Inclusion of Roma in the Republic of Serbia (2015-2017) are an integral part of the Strategy. The Strategy is currently undergoing a process of final changes as the public consultations are underway. The finalized document is expected to be ratified by the Government of the Republic of Serbia by the end of 2015.

Road transport, roads and traffic safety



RESPONSIBLE PARTY	**Ministry of Construction, Transport and Infrastructure** **"Corridors of Serbia" Ltd**
PROJECT NAME	***Corridor X, E-75 South branch, Nis – FYR Macedonia border***
INVESTOR:	**"Corridors of Serbia" Ltd**
CONTRACTOR:	**TERNA SA/Azvi SA, TADDEI / JV TRACE Mostovik / Consortium Alliance X /** **JV: "Integral Inzenjering" PLC, "INTER-KOP Misar" and "Prijedorputevi" / JV Azvi, Construcciones Rubau / AKTOR S.A**
SUPERVISION:	**Louis Berger SAS / Egnatia ODOS / Eptisa / Geoonsult**
DESIGNER:	**Geoput Ltd /I.T. CIP/ Highway institute PLC**
TECHNICAL CONTROL	**Highway Institute PLC/ I.T. CIP / Put invest PLC**
STRATEGIC/ LEGAL FRAMEWORK:	• Strategy of railway, road, inland waterway, air and intermodal transport development in the Republic of Serbia, 2008 – 2015, "Official Gazette of the Republic of Serbia No 4/2008" • Transport Master Plan
PROJECT IMPORTANCE:	• The aim of Corridor X project is increasing traffic efficiency and improving traffic safety of two sections of Corridor X: between Nis and Dimitrovgrad (Component 2 – E80 Highway) and Grdelica – Levosoje (Component 1 – E80 Highway), strengthening the management of roads and road safety in Serbia, enabling sustainable development, and enabling Serbia to utilize its geographical location and further its development as the key transit country in the Trans-European network of Transport (TENT)
PROJECT STATUS	Ongoing project
INVESTMENT VALUE	415.000.000 EUR
PROJECT START DATE	January 2011
PROJECT END DATE	2017
FUNDING	• International Bank for Reconstruction and Development, (WB); • European Investment Bank (EIB); • Budget of the Republic of Serbia • Instrument for Pre-Accession Assistance (IPA) 2010
PROJECT DESCRIPTION:	• This component comprises the construction of a full-profile highway between Grdelica and Levosoje, Corridor X, in the total length of 74,4 km. • The Works are divided into 6 Sectors and subdivided into twelve (12) Lots, which include all civil and structural works to construct a 4 lane dual carriageway, together with 2 long tunnels, five interchanges, and several interconnecting roads to improve integration with the local road network. The relevant electrical and mechanical installations, rest areas, toll plazas and buildings are also included in the Works. A full-profile motorway of 4 x 3.75 m traffic lanes, 2.5 m emergency lanes (hard shoulders) and a 4 m wide central reserve (median), with a design speed of 120 km/h is being constructed on the sections between Grabovnica (Leskovac) and Grdelica and between Vladicin Han and Levosoje. • The more difficult section between Grdelica and Vladicin Han through the Grdelica gorge, has a reduced design speed of 100 kmph and a design profile of 4 x 3.5 m traffic lanes with emergency lanes and a 4 m central reserve.

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **"Corridors of Serbia" Ltd**
PROJECT NAME:	***Works on the construction of the left lane of E-75 Highway, between B.C. Horgos and Novi Sad and the section between B.C. Kelebija and "Subotica South" interchange***
INVESTOR:	**The Republic of Serbia/ "Corridors Serbia" Ltd**
CONTRACTOR:	**PZP Belgrade PLC, "Uzice Roads", "Borovica" Ltd, and "Planum Co" Ltd**
SUPERVISION:	**Highway Institute PLC, I.T. CIP**
DESIGNER:	**CPV PLC/ VIA inzenjering Ltd.**
TECHNICAL CONTROL	**IT CIP/ Put Invest PLC/ IMS**
STRATEGIC/ LEGAL FRAMEWORK:	• Strategy of railway, road, inland waterway, air and intermodal transport development in the Republic of Serbia, 2008 – 2015, "Official Gazette of the Republic of Serbia No 4/2008" • Transport Master Plan
PROJECT IMPORTANCE:	• The project is of strategic importance. • Corridor X is one of the most important Pan-Europeans traffic corridors which passes through Serbia and connects Austria, Hungary, Slovenia, Croatia, Serbia, Bulgaria, Macedonia, and Greece. • The transport system of the Republic of Serbia is growing compatible with the transport system of the European Union, with the tendency for further modernization. • The implementation of this important project will lead to a general improvement in transit traffic in terms of speed, the level of services will be promoted, and the international trade flows and passenger ransport will be simplified. Upon completion, the new highway will have a positive impact on commercial and trade activities in the region and will contribute to the regional development and cohesion of the broader Balkan area.
PROJECT STATUS	• 99.5 % of the works on the Horgos - Novi Sad section (86,88 km) is completed. For the continuation of the works it is necessary to provide about 30 million dinars for two stops and about 10 million dinars for the elimination of irregularities that occurred during the operation. The Section has been opened for traffic. • 35 % of the works on the Kelebija – Subotica, section 22.7 km ("Y" branch) is completed. The works on this section were stopped in 2012 due to the lack of funds. The estimated value of the remaining works is about 30 million euros.
INVESTMENT VALUE	EUR 86,776 million
PROJECT START DATE	2010
PROJECT END DATE	• Upon obtaining the funds. • The contracted project period of compeltion has expired. The funds necessary for the continuation of the construction works have not been allocated under the Budget of the Republic of Serbia.
FUNDING	• Budget of the Republic of Serbia
PROJECT DESCRIPTION:	• The project comrpises the construction of two sections: 1. Horgos – N. Sad (semi-highway – left highway lane, from km 1+125 to 28+000 and from km 38+000 to 98+000) – 86.88 km – 99.5 % of the works on this section is completed. According to the project, two additional stops are to be built. "Lovcen" rest stop at km 67+000 and "Cenoj" rest stop at km 97+000. Necessary funds: RSD 30 million. Time period needed for the completion of works: 30 days. 2. Y branch: B.S. "Kelebija" – "Subotica South" interchange (semi-highway – left lane) – 22.7 km 35% of this section is completed. In order to complete the project, EUR 30 million is to be provided, and the time period needed for the completion of the works is 18 months.

RESPONSIBLE PARTY	**Ministry of Construction, Transport and Infrastructure** **"Corridors of Serbia" Ltd**
PROJECT NAME	***Corridor X - EAST E-80*** ***Nis – Republic of Bulgaria border***
INVESTOR:	**"Corridors of Serbia" Ltd**
CONTRACTOR:	**AKTOR SA/TERNA SA/ SUBTERRA/ Construcciones Rubau/TRACE**
SUPERVISION:	**EPTISA, IRD, SAFEGE / Ic Consulenten, IGH**
DESIGNER:	**Highway Institute PLC / Geoput PLC / I.T. CIP**
TECHNICAL CONTROL	**Faculty of Civil Engineering, Belgrade / CPV PLC / Highway Institute PLC**
STRATEGIC/ LEGAL FRAMEWORK:	• Strategy of railway, road, inland waterway, air and intermodal transport development in the Republic of Serbia, 2008 – 2015, "Official Gazette of the Republic of Serbia No 4/2008" • Transport Master Plan 2027
PROJECT IMPORTANCE:	• The construction of E-80 Highway (Nis – Republic of Bulgaria border) is one of the highest state priorities. • The construction of the infrastructure corridor Nis – Republic of Bulgaria border will enhance the traffic and economic connection of the Republic of Serbia and its neighbouring countries, and will speed up the development of the region which gravitates towards this corridor. • The connection of southeast Serbia and west, central and south Serbia and the Timok – Danube basin will be enhanced. • Traffic intensification and connection along the corridor will strengthen the economic and other functionalities of Nis as the most important hub in Serbia, second to Belgrade. • The highway is at the same time an integrating factor for the national and regional area and a disintegrating factor for the local area, meaning local community.
PROJECT STATUS	• The works on all the sections are ongoing. All preparation activities in respect to the design documentation, the tender and the contract have been completed.
INVESTMENT VALUE	≈ EUR 332 million
PROJECT START DATE	October 2011
PROJECT END DATE	End of 2016
FUNDING	EIB, EBRD and WB
PROJECT DESCRIPTION	• This component involves the construction of 87.1 km of motorway and 22 km of non-commercial road from Bela Palanka to Pirot (total length of 109.1 km). • The Works are divided into 8 Sectors and subdivided into twelve (12) Lots which include all civil and construction works to build a 4-lane dual carriageway, together with interchanges, 5 tunnels and several interconnecting roads for providing access to and from the local road network. The relevant electrical and mechanical installations, rest areas, toll plazas and buildings are also included in the Works. A full-profile motorway with 4 x 3.75m traffic lanes, 2.5m emergency lanes and a 4 m wide central reserve, is under construction. • The new motorway will be built partly on a new alignment and partly by widening the existing single carriageway and will extend the existing motorway from Prosek all the way to the Bulgarian border. Where the new motorway incorporates the existing road, between Bela Palanka and Pirot, a 22 km long, two-lane parallel non-commercial road will be constructed adjacent to the motorway to cater for local traffic.

RESPONSIBLE PARTY:	**Ministry of Construction, Traffic and Infrastructure** **The City of Belgrade**
PROJECT NAME:	***Zemun – Borca bridge with accompanying roads***
INVESTOR:	**The Republic of Serbia / The City of Belgrade**
CONTRACTOR:	**China Road and Bridge Corporation / "Ratko Mitrovic Civil Engineering" Ltd**
SUPERVISION:	**Louis Berger**
STRATEGIC/ LEGAL FRAMEWORK:	• Strategy of railway, road, inland waterway, air and intermodal transport development in the Republic of Serbia, 2008 – 2015, "Official Gazette of the Republic of Serbia No 4/2008" • Transport Master Plan 2027
PROJECT IMPORTANCE:	• In the Belgrade street network system, the North Tangent Road belongs to the category of city trunk roads. Its construction creates conditions for the interconnection of two bridges over the Danube, and the central city area is kept free from transit transport owing to the fact that the traffic incoming from Sid can be redirected toward Zrenjaninski road and Pancevacki road and further up north. A better connection between residential areas on the left Danube bank and Zemun and New Belgrade municipalities is also enabled.
PROJECT STATUS	• The preliminary designs have been adopted by the revision committee. • The main designs were completed by 23 March 2011. • The preliminary reports of the technical control were submitted in April and May 2011. • The revised projects were submitted to the technical committee in early July 2011. • The projects were verified by the technical control on 26 August 2011. • The Phase I of the Novi Sad road to Zrenjanin road is completed.
INVESTMENT VALUE	$ 263.194.910. (project design and construction).
PROJECT START DATE	November 2011
PROJECT END DATE	December 2015 • The deadline for the completion of the Novi Sad road – Zrenjaninski road section (Phase 1) is 18 December 2014. • The deadline for the completion of the Zrenjaninski road – Pancevacki road section (Phase 2) is 27 December 2015
FUNDING	15% of the investment provided from the Budget of the Republic of Serbia. 85% of the investment provided under the loan of Export Import bank of People's Republic of China.
PROJECT DESCRIPTION:	• The total length of the traffic route is 21.2 km, including the Danube Bridge which is 1,482 m in length. • The bridge has been designed as a continuous beam support of prestressed concrete with two independent bridge structures, each 14 m in width, one per each direction. • The traffic alignment includes eight additional bridge structures, ranging from 34- 545 m, positioned over the channels, traffic roads and railway. • The total area of the alignment on the structure amounts to 44,000 sqm, of which the ground sections cover 571,000 sqm, whereas the area of the bridge itself covers 41,350 sqm

RESPONSIBLE PARTY:	**Ministry of Construction, Traffic and Infrastructure**
PROJECT NAME:	***Corridor XI, E-763 Highway Belgrade – South Adriatic, Obrenovac – Ub and Lajkovac – Ljig sections***
INVESTOR:	**The Republic of Serbia**
CONTRACTOR:	**Shandong Hi-speed group/ Energoprojekt**
SUPERVISION:	**Highway Institute PLC**
DESIGNER:	CPV PLC/ Highway Institute PLC
STRATEGIC/ LEGAL FRAMEWORK:	• Agreement on economic and technical cooperation in the area of infrastructure between the Government of the People's Republic of China and the Government of the Republic of Serbia, which came into force on 23 June 2010. • Commercial contract with the Chinese company – contractor: China Shandong International Economic and Technical Cooperation Group Ltd. • Financial loan agreement with Exim Bank of China
PROJECT IMPORTANCE:	• The project is of strategic importance. • It represents a connection between Serbia and Montenegro and is part of the Belgrade – South Adriatic Highway (Corridor XI). • The extension of this corridor towards Romania is planned. • Better traffic connection between Serbia and the Adriatic coast, i.e. Bar port. • It will increase traffic safety and decrease the time of travel.
PROJECT STATUS	Construction underway.
INVESTMENT VALUE	$333.74 million
PROJECT START DATE	30 June 2014
PROJECT END DATE	2017
FUNDING	• Exim Bank of China loan - $301 million • Budget of the Republic of Serbia - $32.74 million
PROJECT DESCRIPTION:	• The total length of the section is 50.23 km. This project comprises two sections of the E-763 Belgrade – South Adriatic Highway: Obrenovac – Ub section and Lajkovac – Ljig section, which are part of Belgrade – Pozega Highway alignment

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure**
PROJECT NAME:	***Corridor XI, E-763 Highway, Belgrade – South Adriatic, the Ljig – Preljina section***
INVESTOR:	**Republic of Serbia**
CONTRACTOR:	**AzVirt LLC (the Republic of Azerbaijan)**
SUPERVISION:	**"Corridors of Serbia" Ltd.**
DESIGNER:	**Highway institute PLC / I.T. CIP**
STRATEGIC/ LEGAL FRAMEWORK:	• Contracting Agreement signed with Azerbaijan company AzVirtLLC, the Republic of Azerbaijan, on 7 April 2012
PROJECT IMPORTANCE:	• The project is of strategic importance. • The project represents a connection between Serbia and Montenegro and is part of the Belgrade – South Adriatic Highway (Corridor XI) • Extension of this corridor towards Romania is planned. • The construction of this traffic road will result in better traffic connection between Serbia and the Adriatic coast, i.e. Bar port. Better traffic safety will be achieved and the time of travel will be shortened.
PROJECT STATUS	• The works commenced on 25 February 2013, and are being executed by AzVirt LLC (the Republic of Azerbaijan). • The section is under construction and the works are progressing according to the planned dynamics.
INVESTMENT VALUE	EUR 308 million
PROJECT START DATE	April 2012
PROJECT END DATE	25 August 2016
FUNDING	Loan of the Republic of Azerbaijan in the amount of EUR 308 million.
PROJECT DESCRIPTION:	• The total length of the section is 40.40 km. • The project comprises three sections of E-763 Highway Belgrade - South Adriatic, as follows: Ljig (Donji Banjani) – Boljkovci, Boljkovci – Takovo, and Takovo – Preljina, all of which are parts of the Belgrade – Pozega Highway alignment.

RESPONSIBLE PARTY:	**Ministry of Construction, Traffic and Infrastructure**
PROJECT NAME:	***Construction of a bridge on the Drina River, in Ljubovija – Bratunac location, with access roads and joint border crossing***
INVESTOR:	**The Government of the Republic of Serbia**
DESIGNER:	**I.T. CIP**
STRATEGIC/ LEGAL FRAMEWORK:	• Protocol between the Government of the Republic of Serbia and the Government of the Republic of Srpska on the construction of a bridge on the Drina in Ljubovija – Bratunac location with access roads and joint border crossing. • By means of a Conclusion of the Government of the Republic of Serbia, the activities on the preparation of planning and technical documentation have been assumed. • The Cross-border Programme 2007- 2013, defining the option of cross-border cooperation under the Instrument for Pre-Accession Assistance: Serbia – Bosnia and Herzegovina, dated 02 August 2007, enables further collaboration of the two countries, including the collaboration between public (local and regional) stakeholders in the creation of joint policy for the traffic development planning.
PROJECT IMPORTANCE:	• Improvement of border crossings so as to increase the cross-border traffic volume and economic cooperation. • Reconstruction of roads and improvement of infrastructure.
PROJECT STATUS	• Expert control of the Adequacy study and idea project is completed./of the Feasibility Study and Preliminary design have been completed. • A Detailed Regulatory Plan for the facilities on the territory of the Republic of Serbia (Ljubovija Municipality) has been adopted. The public interest in cadastral plot (C.P.) was enacted on the territory of the Republic of Serbia. • An Agreement between RS and BiH regarding the construction of the bridge and the border crossing was signed on 3 July 2015. • A contract with the Company "MBA Ratko Mitrovic" was signed on 29 September 2015. The technical control of the project was launched. • A decision was made on awarding the contract for conducting professional supervision of the works. • The construction is planned to begin in autumn 2015 and the funds for the same have been allocated under the Budget of the Republic of Serbia.
INVESTMENT VALUE	EUR 13,000,000
PROJECT START DATE	2015
PROJECT END DATE	2017
FUNDING	• Budget of the Republic of Serbia (bridge and traffic roads in the territory of the Republic of Serbia). • Budget of the Republic of Srpska (border crossing and traffic roads in the territory of the Republic of Srpska).
PROJECT DESCRIPTION:	• The project comrpises the construction of a bridge on the Drina River, in Ljubovija – Bratunac location, with access traffic roads and joint border crossing.

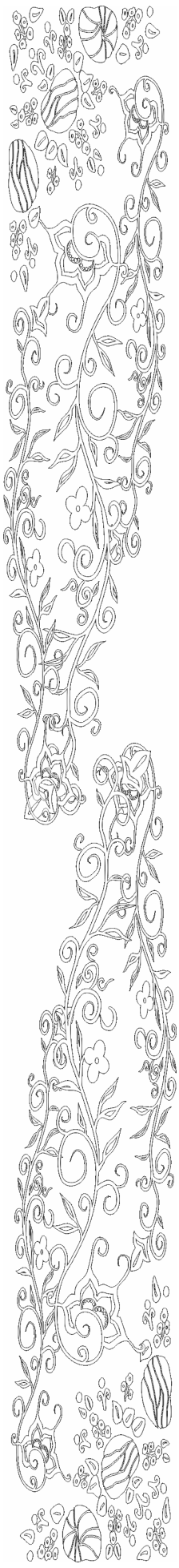
RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **"Corridors of Serbia" Ltd** **PE "Roads of Serbia"**
PROJECT NAME:	***Construction of Novi Sad – Ruma road (Fruska Gora Corridor)***
STRATEGIC/ LEGAL FRAMEWORK:	• Strategy of railway, road, inland waterway, air and intermodal transport development in the Republic of Serbia, 2008 – 2015, ("Official gazette RS", No 4/2008).
PROJECT IMPORTANCE:	• Traffic road from Ruma to Novi Sad is not only of great importance for the transportation system of the Autonomous province of Vojvodina and the Republic of Serbia, but also for the international road network. • In future, this road will connect Vojvodina and Western Serbia, as well as Corridors X and XI with Corridor Vc, the Budapest – Osijek – Sarajevo – Mostar – Ploce route. The construction of this traffic road will increase the availability of municipality centres, economic zones and tourist destinations. • The future fast traffic road from Novi Sad to Ruma will connect three municipalities: Novi Sad, Irig and Ruma, with over 370,000 people, 30,000 small and medium size enterprises and businesses, 12 business zones and one free zone. • This area also features tourist destinations, such as Petrovaradin fortress and Fruska Gora National Park.
PROJECT STATUS	• A call for public procurement of a preliminary design has been announced for three sub-sections, and a contract with the designer is expected to be signed by the end of 2015. • The preparation of the feasibility study for the sub-section 4 is underway.
INVESTMENT VALUE	EUR 400,000,000.00 is an approximate amount for the construction, based on terms of reference for a conceptual design (out of which RSD 200,000,000.00 is allocated for drafting the project documentation)
PROJECT START DATE	The works could begin be as early as 2017 as funding is provided
PROJECT END DATE	-
FUNDING	Funding has not yet been secured and this will be multi-year funding and it may be possible to provide funds from the budget or from international loans
PROJECT DESCRIPTION:	• Section length – 38 km, including numerous buildings, tunnels and bridges

RESPONSIBLE PARTY:	**Ministry of Construction, Transport, Infrastructure, Public enterprise "Roads of Serbia" , "Koridori Srbije" d.o.o. and Belgrade Land Development Public Agency**
PROJECT NAME:	**Construction of IKEA furniture retail store, the facilities of the public communal infrastructure and the roads**
STRATEGIC/ LEGAL FRAMEWORK:	• Memorandum of Cooperation signed on 9 October 2014 between the Republic of Serbia (Ministry of Construction, Transport and Infrastructure), the City of Belgrade, Belgrade Land Development Public Agency, Public Company "Putevi Srbije", "Koridori Srbije" d.o.o. and IKEA Srbija d.o.o. Belgrade; • Plan for the commercial and industrial zone along the Belgrade-Nis Highway, south of the Bubanj Potok pay toll, the municipalities of Voždovac and Grocka – cluster 1 • Spatial plan of infrastructure corridor of the E-75 Highway, the Belgrade-Nis section
PROJECT IMPORTANCE:	• Reconstruction of the "Transped" traffic intersection is significant both for drafting the zoning plans (section to Vrcin) and for future investments in the commercial zone. Also, the relocation of the Bubanj potok pay toll is in accordance with the plan for the railway bypass and the new Vinca-Pancevo Bridge i.e. in compliance with "Belgrade Waterfront" project; • IKEA intends to employ c. 300 employees • Opening IKEA furniture retail store will increase the availability of the commercial and industrial activities along the Belgrade-Nis Highway and so far, in order to implement the adopted Detailed Regulatory Plan
PROJECT STATUS:	• Construction permit for a commercial building – IKEA furniture retail store was issued by the Secretariat for Urban Planning, and IKEA internal procurement procedure for Constructor is ongoing; • The State Revision Committee has approved the Feasibility Study and the Preliminary Design for relocation of the Bubanj potok pay toll to a new location south of the existing Vrčin interchange; public procurement procedure for Constructor and Supervision is ongoing; • The State Revision Committee has approved the Feasibility Study and the Preliminary Design for the regulation of Zavojnicka reka and Gledjevacki potok and for the reconstruction of a 400Kv overhead; • The State Revision Committee has approved the Feasibility Study and the Preliminary Design for reconstruction of the "Tranšped" intersection; • Makis-Mladenovac overhead line was constructed but is not putting in operation
INVESTMENT VALUE:	• The estimated investment value for the construction is 15,000,000 EUR for relocation of the Bubanj potok pay toll to a new location south of the existing Vrčin interchange
PROJECT START	2014
PROJECT END	2016
FUNDING:	Budgets of RS and City of Belgrade and funds of IKEA Srbija d.o.o. Beograd
PROJECT DESCRIPTION:	• IKEA intends to develop a commercial building – IKEA furniture retail store, with gross surface area of c. 35.000 sqm and to participate in financing of development of the public communal and traffic infrastructure pursuant to the adopted Plan in accordance with the law

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **Road Traffic Safety Agency of The Republic of Serbia**
PROJECT NAME:	***Measuring the performance indicators of traffic safety for 2015***
STRATEGIC/ LEGAL FRAMEWORK:	• The Law on Road Traffic Safety ("Official Gazette of RS" No. 41/09, 53/10 and 101/11)
PROJECT IMPORTANCE :	• National and international significance
PROJECT STATUS:	• Project assignment preparation in process
INVESTMENT VALUE:	3.9 million dinars
PROJECT START DATE:	June 2015
PROJECT END DATE:	November 2015
FUNDING:	Road Traffic Safety Agency of the Republic of Serbia
PROJECT DESCRIPTION :	• Measuring performance indicators of traffic safety based on the existing (defined) methodology concerning: seat belt use, infant car seat safety, protective helmets for drivers and cyclists, use of daytime running headlamps, vehicle speed, and driving under the influence of alcohol. • The development of methodology for measuring the indicators related to the ranking and the quality of post-crash care. (Without the methodology for measuring the indicators related to the ranking and quality of the road network (state highways and roads under the jurisdiction of the municipalities/cities). This is the reason for the price lower thean the one planned in the first version of the project task).

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **Road Traffic Safety Agency of The Republic of Serbia**
PROJECT NAME:	***Benchmarking of traffic safety institutions in local self-governments***
STRATEGIC/ LEGAL FRAMEWORK:	• The Law on Road Traffic Safety ("Official Gazette of RS"No 41/09, 53/10 and 101/11)
PROJECT IMPORTANCE :	• National, strategic project
PROJECT STATUS:	• Project task preparation in process
INVESTMENT VALUE:	The financing of this project was provided from own resources and capacities of the Road Traffic Safety Agency
PROJECT START DATE:	August 2015
PROJECT END DATE:	December 2015
FUNDING:	Road Traffic Safety Agency of The Republic of Serbia
PROJECT DESCRIPTION :	• The project should attach onto the project "Benchmarking method of the traffic safety institutions within the local governments in the Republic of Serbia, strategic significance and potential, whose implementation is in progress and whose defined deadline for completion is 25 December 2014. • The project should analyze the operation of traffic safety institutions within all local governments of the Republic of Serbia, which will make it possible to recognize the best possible practice within the field of traffic safety in Serbia. The project should be implemented based on the methodology defined for the project implemented in 2014. • This project should serve as a base for the creation of a ranking system for the efficiency of local bodies responsible for traffic safety and should enable the creation of guidelines for the priority measures and activities so as to improve traffic safety within local communities. • The project should set up and initiate a more active participation of local traffic safety bodies so as to improve traffic safety.

Railways and intermodal transport



RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **JSC "Serbian Railways Infrastructure"**
PROJECT NAME:	***Reconstruction and modernization of the Gilje – Cuprija – Paracin section of the Belgrade – Nis Railway***
INVESTOR:	**JSC "Serbian Railways Infrastructure"**
CONTRACTOR:	**JV „Italiana Costrucioni S.p.A. / Consorzio Armatori Ferroviari S.C.p.A. Consorzio stabile" Italy** **Consortium "GOSA FOM PLC – BRIDGE CONSTRUCTION PLC in restructuring"** **"Siemens ltd Belgrade"**
SUPERVISION:	**Internal supervision of JSC "Serbian Railways Infrastructure" and "SAFEGE" Consulting Engineers**
DESIGNER:	**Institute of Transportation CIP**
STRATEGIC/ LEGAL FRAMEWORK:	• Strategy of railway, road, inland waterway, air and intermodal transport development in the Republic of Serbia, 2008 – 2015 • Serbian National Strategy for Accession to the EU
PROJECT IMPORTANCE:	• The project is of strategic importance. • Through the project, the single-track Gilje – Cuprija section on the Belgrade – Nis trunk line will be reconstructed and modernized, meaning that with the construction of one more track, one of the "bottle necks" along the Serbian railway corridor will be eliminated. • The project will contribute to: - Better quality of passenger and goods transport service; - Higher capacity of the railway through construction of one more track; - Higher competitiveness of railway transport compared to other means of transport; - Better JSC "Serbian Railways Infrastructure" integration into the European transport system; - Safe, fast, secure and efficient railway traffic.
PROJECT STATUS	• The project consists of three components: - Construction of a new bridge on the Velika Morava River, on the Jovac – Cuprija section of the Belgrade – Nis railway; - Construction works on the reconstruction and modernization of the Gilje – Cuprija – Paracin section, of Belgrade – Nis railway road; - Acquisition of equipment and carrying out of construction work related to reconstruction and modernization of electrical and technical facilities (LOT 1, LOT 2, and LOT 3) along the Gilje – Cuprija – Paracin section of the Belgrade – Nis Railway. • Regarding the bridge construction, a contract with JV "Alpine BauGmbH" – METEORIT ltd was signed on 30 December 2010 in the amont of EUR 8,888,241.86. The works commenced on 10 February 2011 and were expected to end on 3 August 2012 (contracted period: 540 days). After the bankruptcy of the leading partner "Alpine BauGmbH", the Contract was terminated on 25 September 2013. After the public bid procedure, which was conducted in accordance with EIB`s Rules, a new contractor was selected and a contract was signed with Consortium "GOSA FOM – BRIDGE CONSTRUCTION – in restructuring" in the amount of EUR 2,459,342.25. The works commenced on 23 April 2014. • Construction works are under way. The expected end date is December 2015 for civil engineering works and May 2016 for electrical installation works. • Activities regarding the realization of electrical installation works are under way. The expected end date is 2016.

INVESTMENT VALUE	The total value of the investment is EUR 39,363,016. The value is broken down as follows: - For construction of the new bridge on the Velika Morava – EUR 8,888,241.86 (for the contract with "Alpine BauGmbH") and EUR 2,459,342.25 for the new contract with "GOSA FOM – BRIDGE CONSTRUCTION" - For construction works with "Italiana Constructioni S.p.A." – EUR 16,162,110 - For electrical installation works with "Siemens ltd Belgrade" – EUR 11,853,320 (in three lots)
PROJECT START DATE	2010
PROJECT END DATE	2015 – for construction works 2016 – for electrical installation works
FUNDING	Loan from the European Investment bank (EIB IV)
PROJECT DESCRIPTION:	• Within the Railway Renovation Project II, financed by the European Investment Bank, works on the reconstruction and modernization of the Gilje – Cuprija – Paracin section are planned. The project comprises: - Construction of a new, double-track rail bridge on the Velika Morava; - Construction of a new, double-track section of Gilje – Cuprja – Paracin rail road, in the total length of 10.2 km (from km 140+070 to km 150.287); - Construction of a single-track "Rasputnica Cuprija" – Paracin railway, in the length of 6.7 km; - Construction of new facilities – seven culverts, five underpasses, and one overpass; - Rerouting the national II A road No. 158 (former regional P-214 road) because the new double-track rail road will intersect with the national II A road, on the Jagodina – Cuprija section; - Improvement of the Gilje stop, including the construction of access roads; - Acquisition of equipment and managing works on the reconstruction and modernization of signalling and security systems; - Acquisition of equipment and managing works on the reconstruction and modernization of telecommunication systems and cabling; - Acquisition of equipment and managing works on the reconstruction and modernization of overhead lines and power installations.

<table>
<tr><td>RESPONSIBLE PARTY:</td><td>Ministry of Construction, Transport and Infrastructure
JSC “Serbian Railways Infrastructure”</td></tr>
<tr><td>PROJECT NAME:</td><td>Railway renovation along the key Corridor X sections in the total length of 112 km</td></tr>
<tr><td>INVESTOR:</td><td>JSC “Serbian Railways Infrastructure”</td></tr>
<tr><td>CONTRACTOR:</td><td>MORAVIA STEEL; “Vossloh MIN Skretnice” ltd; “JVCA Div” ltd; “Impregnacija” ltd.; “JVCA Alpine kamen” ltd; “PYRKONIT” Ltd; “JVCA Optikus” ltd; Kraiburg Elastik GmbH; “Terra Srbija ltd”; GEISMAR; VAIA CAR SpA; ROBEL Bahnbauschinen GmbH</td></tr>
<tr><td>SUPERVISION:</td><td>“EGIS” Consultancy</td></tr>
<tr><td>STRATEGIC/ LEGAL FRAMEWORK:</td><td>• Strategy of railway, road, inland waterway, air and intermodal transport development in the Republic of Serbia, 2008 – 2015;
• Serbian National Strategy for Accession to the EU;
• European Union documents and directions regarding transport.</td></tr>
<tr><td>PROJECT IMPORTANCE:</td><td>• The project is of strategic importance.
• This project should ensure the material needed for reconstruction of Corridor X railway sections, which will improve the state of the railway infrastructure of the Serbian railway network and increase security and reliability of transport operations.</td></tr>
<tr><td>PROJECT STATUS:</td><td>• The allotted loan amount was EUR 35 million.
• For “Acquisition of the superstructure material”, EUR 28,650,000.00 was earmarked. The total value of all Contracts for the acquisition of materials is EUR 25,283,300 which is EUR 3,366,700 (12%) less than the earmarked amount.
• For this acquisition, a tender for nine batches/lots was called (for acquisition of rails, switches, concrete sleepers with elastic fasteners, wooden impregnated sleepers, “K” type fastening systems, crushed igneous and limestone rock, AT welding kits, geo-composites, and rubber grade crossing systems); all nine contracts have been concluded with suppliers of the aforementioned materials, and are now being implemented.
• Russian Railways (RZD) will carry out the works on Corridor X sections, in the total length of c. 112 km, using the above material. After defining the time schedule, JSC “Serbian Railways Infrastructure” will notify the Bank of the scheduled implementation and course of works.
• Out of the nine lots, three lots have already been delivered (rails, geo-composites and rubber-grade crossing panels), delivery of four lots is underway, whereas delivery of two lots (concrete sleepers and crushed stone) has not yet commenced.
• For “Acquisition of railway maintenance machinery”, the earmarked amount was EUR 6,350,000. The total value of all Contracts for the acquisition of machinery is c. EUR 5,750,000.</td></tr>
<tr><td>INVESTMENT VALUE:</td><td>
<table>
<tr><td colspan="2">Component</td><td>Alloted amount (EUR)</td><td>Amount as per the accepted bids – contracts (EUR)</td></tr>
<tr><td>A</td><td>Reconstruction of 6 sections along Corridor X</td><td>35,000,000</td><td></td></tr>
<tr><td>A-1</td><td>Acquisition of superstructure materials for reconstruction of six sections along Corridor X</td><td>28,650,000</td><td>25,283,300</td></tr>
<tr><td>A-2</td><td>Acquisition of railway maintenance machinery</td><td>6,350,000</td><td>5,748,728</td></tr>
</table>
</td></tr>
</table>

PROJECT START DATE:	2010
PROJECT END DATE:	2016
FUNDING:	Loan of the European Bank for Reconstruction and Development (EBRD IV)
PROJECT DESCRIPTION:	• The project comprises acquisition of material (rails, switches, concrete sleepers with elastic fasteners, wooden impregnated sleepers, "K" type fastening systems, crushed igneous and limestone rock, AT welding kits, geo-composites and rubber-grade crossings) required for reconstruction of Corridor X railways, and acquisition of maintenance machinery. • The material will be used for the following sections: - Sopot Kosmajski – Kovacevac - Mala Krsna – Velika Plana - Vinarci - Djordjevo - Vranjska Banja - Ristovac - Bujanovac - Bukarevac - Golubinci – Ruma (right-hand track) • The works are financed from a Russian Federation loan (Annex 2).

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **JSC "Serbian Railways Infrastructure"**
PROJECT NAME:	***Reconstruction of the Rasputnica G – Rakovica – Resnik section***
INVESTOR:	**JSC "Serbian Railways Infrastructure"**
CONTRACTOR:	**-**
SUPERVISION:	**Internal supervision of JSC "Serbian Railways Infrastructure" and "SAFEGE" Consulting Engineers**
DESIGNER:	**Institute of Transportation CIP**
STRATEGIC/ LEGAL FRAMEWORK:	• Serbian National Strategy for Accession to the EU • Strategy of railway, road, inland waterway, air and intermodal transport development in the Republic of Serbia, 2008 – 2015 • Loan Agreement signed between JSC "Serbian Railways Infrastructure" and the European Bank for Reconstruction and Development (EBRD, on 27 January 2012)
PROJECT IMPORTANCE:	• The project is of STRATEGIC importance. • The project will improve the railway infrastructure parameters and railway capacity, and will render railway transport operations more reliable. Furthermore, the railway infrastructure maintenance costs will be reduced.
PROJECT STATUS	• The Main Design has been completed (funded by JSC "Serbian Railways Infrastructure"), and the preparatory activities for drafting the tender documents for the works are under way.
INVESTMENT VALUE	EUR 24,000,000
PROJECT START DATE	2016
PROJECT END DATE	2017
FUNDING	The works will be financed by EBRD 5 loan, whereas drafting of the project documentation will be financed by JSC "Serbian Railways Infrastructure".
PROJECT DESCRIPTION:	• The project includes drafting of technical documentation and reconstruction works by overhauling the civil and electrical infrastructure systems of the Rasputnica G – Rakovica – Resnik section, from km 7+126 to km 14+554 (L= 7,428 m) on the Belgrade – Mladenovac – Nis – Presevo – FYR Macedonian border Railway. • The project includes: - Introduction of double-track traffic; - Increase of speed; - Reconstruction of civil and electrical infrastructure; - Improvement of railway stations and station premises.

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **JSC "Serbian Railways Infrastructure"**
PROJECT NAME:	***Reconstruction of the Strazevica (entry) – Jajinci – Mala Krsna railway section (exclusively)***
INVESTOR:	**JSC "Serbian Railways Infrastructure"**
CONTRACTOR:	**-**
SUPERVISION:	**Internal supervision of JSC "Serbian Railways Infrastructure" and "SAFEGE" Consulting Engineers**
DESIGNER:	**Institute of Transportation CIP**
STRATEGIC/ LEGAL FRAMEWORK:	• Serbian National Strategy for Accession to the EU • Strategy of railway, road, inland waterway, air and intermodal transport development in the Republic of Serbia, 2008 – 2015 • Loan agreement signed between JSC "Serbian Railways Infrastructure" and European Bank for Reconstruction and Development (EBRD, on 27 January 2012)
PROJECT IMPORTANCE:	• The project for reconstruction of the Strazevica (entry) – Jajinci – Mala Krsna section will improve the railway infrastructure parameters and railway capacity, and will render railway transport operations more reliable. Furthermore, the railway infrastructure maintenance costs will be reduced.
PROJECT STATUS	• Technical documentation has been completed and the procedure for obtaining the construction permit is in progress.
INVESTMENT VALUE	EUR 26,000,000
PROJECT START DATE	2017
PROJECT END DATE	2018
FUNDING	The works will be financed by EBRD 5 loan, whereas drafting of the project documentation will be financed by JSC "Serbian Railways Infrastructure".
PROJECT DESCRIPTION:	• The project comprises reconstruction works by overhauling the civil and electrical infrastructure systems of the Strazevica (entry) – Jajinci – Mala Krsna section (exclusively), from km 9+896 to km 67+800, on the (Belgrade) – Rakovica – Rasputnica K1 – Jajinci – Mala Krsna – Velika Plana Railway. • The following activities are planned: - To reconstruct c. 57.9 km of single-track rail; - To ensure the application of D4 category parameters, i. e. 22.5 t axle load; - To lay rubber-grade crossings; - To replace bridge steel structures with concrete structures; - To replace switches; - To acquire and install new insulated joints for determining track occupancy; - To reinforce the substructure.

RESPONSIBLE PARTY :	**Ministry of Construction, Transport and Infrastructure** **JSC "Serbian Railways Infrastructure"**
PROJECT NAME:	***Reconstruction of the Mala Krsna railway station infrastructure***
INVESTOR:	**JSC "Serbian Railways Infrastrucutre"**
CONTRACTOR:	**-**
SUPERVISION:	**Internal supervision of JSC "Serbian Railways Infrastructure" and "SAFEGE" Consulting Engineers**
PROJECTOR:	**Institute of Transportation CIP**
STRATEGIC/ LEGAL BASIS:	• Serbian National Strategy for Accession to the EU • Strategy of railway, road, inland waterway, air and intermodal transport development in the Republic of Serbia, 2008 – 2015 • Loan Agreement signed between JSC "Serbian Railways Infrastructure" and European Bank for Reconstruction and Development (EBRD, on 27 January 2012)
PROJECT IMPORTANCE:	• The project is of STRATEGIC importance. • The project for reconstruction of the Mala Krsna railway station infrastructure will improve the railway infrastructure parameters and railway capacity, and will render railway transport operations more reliable. Furthermore, the growth of economy and catchment areas will be suitably accompanied by corresponding railway facilities.
PROJECT STATUS	• JSC „Serbian Railways Infrastructure" Commission is rivising the Main Design.
INVESTMENT VALUE	EUR 8.000.000
PROJECT START DATE	2016
PROJECT END DATE	2017
FUNDING	The works will be financed by EBRD 5 loan, whereas drafting of the project documentation will be financed by JSC "Serbian Railways Infrastructure".
PROJECT DESCRIPTION:	• The project includes drafting of the technical documentation and reconstruction of the Mala Krsna station infrastructure, from km 68+641 to km 69+722, on the (Belgrade) – Rakovica – Rasputnica K1 – Jajinci – Mala Krsna – Velika Plana Railway. • The following activities are planned: - To reconstruct both railway and station tracks; - To ensure parameters for the allowed 225 KN axle load, and the allowed track distributed load of 80 KN/m (D4 category); - To reconstruct and modernize power and remote control systems; - To reconstruct and replace electrical and technical infrastructure systems; - To reconstruct the station facilities.

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **JSC „Serbian Railways Infrastructure“**
PROJECT NAME:	***Renovation of the Radinac – Mala Krsna section***
INVESTOR:	**JSC „Serbian Railways Infrastructure“**
CONTRACTOR:	**-**
SUPERVISION:	
DESIGNER:	**Institute of Transportation CIP**
STRATEGIC/ LEGAL FRAMEWORK:	• Serbian National Strategy for Accession to the EU • Strategy of railway, road, inland waterway, air and intermodal transport development in the Republic of Serbia, 2008 – 2015
PROJECT IMPORTANCE:	• Renovation of the Radinac - Mala Krsna railway section will result in higher traffic speed and safe transport operations, higher railway capacity and train flow rate, and lower costs. Furthermore, the project will provide for a quality and reliable passenger and freight transport service in the region, and will make the railway transport more competitive than other modes of transport.
PROJECT STATUS	• JSC „Serbian Railways Infrastructure“ Commission is revising the Main Design
INVESTMENT VALUE	EUR 2,420,000
PROJECT START DATE	2017
PROJECT END DATE	2018
FUNDING:	-
PROJECT DESCRIPTION:	• The project includes drafting of the technical documentation and reconstruction by overhauling the civil and electrical infrastructure systems of the Radinac (exclusively) – Mala Krsna (exclusively) section, from km 7+045 to km 10+871, on the Smederevo – Mala Krsna Railway. • The following activities are planned: - To reconstruct c. 3.8 km of single-track rails; - To renovate the tracks and facilities, and optimize the alignment to allow speeds of up to 80 km/h, axle load of 225 KN with a track distributed load of 80 KN/m (category D4); - Ensuring UIC-C loading gauge; - Equipping the railway with the most up-to-date telecommunication and signalling security devices.

RESPONSIBLE PARTY :	**Ministry of Construction, Transport and Infrastructure** **JSC „Serbian Railways Infrastructure“**
PROJECT NAME:	***Renovation of railway sections on the Belgrade – Nis Railway, part of Corridor X***
INVESTOR:	**JSC „Serbian Railways Infrastructure“**
CONTRACTOR:	**-**
SUPERVISION:	
DESIGNER:	**Institute of Transportation CIP**
STRATEGIC/ LEGAL FRAMEWORK:	• Serbian National Strategy for Accession to the EU • Strategy of railway, road, inland waterway, air and intermodal transport development in the Republic of Serbia, 2008 – 2015
PROJECT IMPORTANCE:	• The project is of STRATEGIC importance. • Railway sections on the Belgrade – Nis Railway have the highest significance along Corridor X, and in fact, in the JSC „Serban Railways Infrastructure“ network, via which most of the transit operations are conducted. Implementation of this project will improve the parameters of the railway infrastructure, the railway capacity and reliability. Furthermore, the following will be accomplished: - Safe, fast, secure and efficient railway traffic; - Quality integration of JSC “Serbian Railways Infrastructure” into the European transport system; - Better quality of passenger and freight transport services and better efficiency of the company; - Interoperability of railways on Corridor X; - Higher competitiveness of railway transport compared to other modes of transport.
PROJECT STATUS:	• Drafting of project documentation is under way.
INVESTMENT VALUE:	EUR 22,000,000
PROJECT START DATE:	-
PROJECT END DATE:	-
FUNDING:	-
PROJECT DESCRIPTION:	• Works are intended to be carried out on sections: Lapovo – Bagrdan, Bagrdan – Jagodina, Paraćin – Ćićevac and Ćićevac – Stalać; • The following activities are also planned: - Renovation of railway tracks and facilities, including improvement of the alignment for traffic speeds of up to 80 km/h, axle load of 225 KN with a track distributed load of 80 KN/m (category D4); - Reconstruction of civil and electrical infrastructure systems;

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **JSC „Serban Railways Infrastructure“**
PROJECT NAME:	***Reconstruction and construction of one more track on the Pancevo Bridge – Pancevo Main station section of the Belgrade Centre – Pancevo Main Station – Vrsac – Romanian border Railway.***
INVESTOR:	**JSC „Serban Railways Infrastructure“**
CONTRACTOR:	**RZD International**
SUPERVISION:	**DB International**
DESIGNER:	**Institute of Transportation CIP**
STRATEGIC/ LEGAL FRAMEWORK:	• Agreement between the Government of the Russian Federation and the Government of the Republic of Serbia on granting a state-sponsored export loan to the Government of the Republic of Serbia for financing deliveries of goods, work and services for JSC „Serbian Railways Infrastructure“, dated 11 January 2013 (confirmed in the Republic of Serbia by the Law on Confirmation of the Agreement between the Government of the Republic of Serbia and the Government of the Russian Federation, dated 15 March 2013, published in the “Official Gazette of RS – International contracts” No. 3/13), including its subsequent amendments concluded in Belgrade on 10 December 2013, between “RZD International” and JSC „Serbian Railways Infrastructure“; • ANNEX No. 1 ON FACILITY CONSTRUCTION “The second railway track on the Pancevo Bridge – Pancevo Main Station section (km 4+742 – km 19+600, total length 14,858 m) of the Belgrade Centre – Pancevo Main Station – Vrsac – Romanian border Railway, attached to the Contract on railway infrastructure construction and delivery of diesel engine trains No. 300/2013-427/1, dated 10 December 2013; • EU documents – the first, second and third railway package, UIC railway plan; • Serbian National Strategy for the Accession of Serbia and Montenegro to the EU; • Strategy for railway, road, inland waterway, air and intermodal transport development in the Republic of Serbia, 2008-2015
PROJECT IMPORTANCE:	• The main international trunk line E66, Belgrade Centre – Pancevo Main Station – Vrsac – Romanian border, connects Serbia with the neighbouring Romania, and via Romania, with Eastern European countries (Ukraine, Moldova, and Russia). • The Belgrade Centre – Pancevo Main Station – Vrsac Railway, leading to Timisoara, connects Pan-European traffic corridors X and VII (intersecting in Belgrade) with Pan-European corridor 4 passing through Timisoara. • Since the Pancevo Bridge – Pancevo section, in the length of 15 km, is single-tracked and electrified, the project includes construction of one more track. The construction of the second track will significantly increase the railway capacity, reduce passenger and freight travel time, as well as overall travel time of all transit trains. • Project implementation will ensure the following: - Better quality and safety for people and goods in transit, as the reliability of infrastructure will be significantly improved; - Suitable railway capacity that corresponds to the economic growth; - Completion of a railway connecting Corridor X and VII to Corridor IV; - Lower maintenance costs of the railway infrastructure systems and the rolling stock.
PROJECT STATUS	• Works commenced in March 2014.
INVESTMENT VALUE	90,870,724 USD

PROJECT START DATE	• 2014
PROJECT END DATE	• 2017
FUNDING	Russian Federation Loan with Serbian participation of 15%
PROJECT DESCRIPTION:	• The Project includes construction of one more track on the Pancevo Bridge - Pancevo Main Station section, from km 4+742 until km 19+600, on the Belgrade Center - Pancevo Main Station - Vrsac - Romanian border Railway, as well as delivery of construction material and performance of works. • The work entails performance of works on the railway substructure and superstructure, construction of the second track on Pancevo Bridge, reconstruction of stations and station facilities, reconstruction of road crossings, electrification works of the second track with the installation of signalling-safety and telecommunications equipment.

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **JSC „Serbian Railways Infrastructure“**
PROJECT NAME:	***Reconstruction of 6 sections on Corridor X***
INVESTOR:	**JSC „Serbian Railways Infrastructure“**
CONTRACTOR:	**RZD International**
SUPERVISION:	**-**
DESIGNER:	**Institute of Transportation CIP**
STRATEGIC/ LEGAL FRAMEWORK:	• Agreement between the Government of the Russian Federation and the Government of the Republic of Serbia on granting a state-sponsored export loan to the Government of the Republic of Serbia, dated 11 January 2013, export loan to the Government of the Republic of Serbia for financing deliveries of goods, work and services for JSC „Serbian Railways Infrastructure“, dated 11 January 2013 (confirmed in the Republic of Serbia by the Law on Confirmation of the Agreement between the Government of the Republic of Serbia and the Government of the Russian Federation, dated 15 March 2013, published in the Official Gazette of RS – International Agreements No. 3/13), as subsequently amended in Belgrade on 10 December 2013 between “RZD International” and JSC „Serban Railways Infrastructure“; • ANNEX No. 2 dated 16 October 2014 “Reconstruction of infrastructure facilities of the Serbian Railways in the total length of 112,221 m, within the scope of the European Corridor X development”, attached to the Contract on railway infrastructure construction and supply of diesel engine trains No. 300/2013-427/1 dated 10 December 2013; • Annex 2.1. for reconstruction of three north sections on Corridor X, in the total length of 65.7 km, in the amount of 48.7 million dollars, 16 October 2014. • Annex 2.2. for reconstruction of three south sections on Corridor X, in the total length of 61.1 km, in the amount of 38.2 million dollars, 22 September 2015. • EU Documents – The First, The Second and The Third Railway Package, UIC Railway Plan; • Serbian National Strategy for the Accession of Serbia and Montenegro to the EU; • Strategy of railway, road, inland waterway, air and intermodal transport development in the Republic of Serbia, 2008 – 2015.
PROJECT IMPORTANCE:	• The trunk line Belgrade-Nis is a part of the Pan-European Corridor X, in the total length of 243 km. The railway line was electrified with a single-phase 25 kV/50 Hz system from 1971 to 1974 and was fitted with the SS and TT systems dating back to the late 1960s. • Tunnels and railway crossings on the railway line are in poor condition and pose a potential danger and traffic safety hazard, and are also a limiting factor in the operating technology. • Through the implementation of the subject projects, the following objectives will be achieved: - More reliable civil and electro-technical infrastructure systems, - Enhanced traffic safety, - Higher railway capacity, - Introduction of new passenger and freight transport services, to meet the needs of the existing users and attract new transport service users, - Conditions for developing and applying intermodal transport systems, - Enhanced traffic safety and shorter travel duration, - UIC-C loading gauge in this part of the railway line, - Better JSC “Serbian Railways Infrastructure” integration into the European transport system, - Interoperability of railways on Corridor X, - Improved railway connection with Bulgarian and Macedonian railways. - Higher quality of passenger and freight transport services, - Quality railway connection between Belgrade – Bar Railway and Belgrade – Nis Railway, - Higher competitiveness of Serbian Railways with respect to other modes of transport on the routes to Nis and the cities in central and south Serbia,

<table>
<tr><td>PROJECT STATUS:</td><td>
• Technical Documentation prepared:
<table>
<tr><td>Project</td><td>Section length (km)</td><td>Value of investment (mil. €)</td><td>Technical documentation status</td></tr>
<tr><td>Reconstruction of the Sopot Kosmajski – Kovacevac railway section</td><td>18.4</td><td rowspan="3">48,7 (annex 2.1)</td><td>Completed Main Design with Technical Control and Construction Permit</td></tr>
<tr><td>Reconstruction of the Mala Krsna – Velika Plana railway section</td><td>29.5</td><td>Completed Main Design with Technical Control and Construction Permit</td></tr>
<tr><td>Reconstruction of the Golubinci – Ruma railway section</td><td>17.9</td><td>Completed Main Design with Technical Control and Construction Permit</td></tr>
<tr><td>Reconstruction of the Vinarce – Leskovac – Djordjevo railway section</td><td>15.0</td><td rowspan="3">38,2 (anex 2.2)</td><td>Completed Main Design with Technical Control</td></tr>
<tr><td>Reconstruction of the Vranjska Banja – Ristovac railway section</td><td>17.7</td><td>Completed Main Design with Technical Control</td></tr>
<tr><td>Reconstruction of the Bujanovac – Bukarevac railway section</td><td>13.8</td><td>Completed Main Design with Technical Control</td></tr>
</table>
</td></tr>
<tr><td>INVESTMENT VALUE:</td><td>87,000,000 USD</td></tr>
<tr><td>PROJECT START DATE:</td><td>2016</td></tr>
<tr><td>PROJECT END DATE:</td><td>2018</td></tr>
<tr><td>FUNDING:</td><td>Loan of the Government of the Russian Federation with the participation of the Republic of Serbia of 15%.</td></tr>
<tr><td>PROJECT DESCRIPTION:</td><td>
• The project comprises the preparation of technical documentation and performance of works on the following sections:
- Sopot Kosmajski – Kovacevac (works completed),
- Mala Krsna – Velika Plana, (works started October 2015)
- Golubinci – Ruma (works completed),
- Bujanovac – Bukarevac,
- Vranjska Banja – Ristovac,
- Vinarce – Leskovac – Djordjevo,
• The projects comprise the following work:
- Reconstruction of tracks with the upgrade of alignment elements; higher flow rates; allowed axle load of 225 KN and allowed track distributed load of 80 KN/m,
- Reconstruction, repair or replacement of bridges and culverts,
- Reconstruction and repair of tunnels,
- Reconstruction of tracks and station facilities,
- Rehabilitation of signalling and safety devices, telecommunications and overhead lines
</td></tr>
</table>

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **JSC „Serbian Railways Infrastructure“**
PROJECT NAME:	***Reconstruction, modernization and construction of a double-track line on the Stara Pazova – Novi Sad section of the (Belgrade) – Stara Pazova – Indjija – Subotica – Hungarian border Railway***
INVESTOR:	**JSC „Serbian Railways Infrastructure“**
CONTRACTOR:	**RZD International**
SUPERVISION:	**-**
DESIGNER:	**Institute of Transportation CIP**
STRATEGIC/ LEGAL FRAMEWORK:	• Agreement between the Government of the Russian Federation and the Government of the Republic of Serbia on granting a state-sponsored export loan to the Government of the Republic of Serbia, dated 11 January 2013, for financing the supply of goods, works and services for JSC “Serbian Railways Infrastructure” (confirmed in the Republic of Serbia by means of the Bill on “Confirmation of the Agreement between the Government of the Republic of Serbia and the Government of the Russian Federation on granting a state-sponsored export loan to the Government of the Republic of Serbia” dated 15 March 2013, published in the Official Gazette of RS – International Agreements No. 3/13), as subsequently amended in Belgrade on 10 December 2013 between “RZD International” and JSC “Serbian Railways Infrastructure”; • ANNEX No. 3 ON FACILITY CONSTRUCTION “Reconstruction, modernization and construction of a double-track line on the Stara Pazova – Novi Sad section on the (Belgrade) – Stara Pazova – Indjija – Subotica – Hungarian border Railway”, attached to the Contract on the railway infrastructure construction and supply of diesel engine trains No. 300/2013-427/1 dated 10 December 2013; • Serbian National Strategy for the Accession of Serbia and Montenegro to the EU; • Strategy of railway, road, inland waterway, air and intermodal transport development in the Republic of Serbia 2008 – 2015.
PROJECT IMPORTANCE:	• The Spatial Plan of the Republic of Serbia, 2010–2020, stipulates a long term development program for the Corridor X railway infrastructure. Reconstruction, construction and modernization of the existing Corridor X railway lines (E-70 and E-85) through Serbia have been planned with the aim of obtaining high-performance, electrified, double-track railway lines for mixed traffic (passenger and freight) and combined transport, in accordance with the needs and the ratified European Agreements (AGC, AGTC, SEECP) and the Trans-European Railway Network Interoperability Standards (TSI). Minimum commercial speed should be 130 km/h for passenger trains, and minimum design speed up to 160 km/h. • As one of the priorities in developing the railway infrastructure, the Republic of Serbia and JSC “Serbian Railways Infrastructure” intend to reconstruct, modernize and construct a modern double-track railway line E-85: Belgrade – Novi Sad – Subotica – Hungarian border – (Kelebia), which is a part of the railway Corridor Xb: Belgrade – Budapest. • This railway line is of great national and international importance, both for passenger and freight transport. In international traffic, it represents the shortest and the most cost-effective railway line connecting Belgrade and Serbia with Budapest and Vienna and, via the latter, with parts of Central, Western and Eastern Europe; it is also a transit connection with Greece and the Middle East. • The existing (Belgrade) – Stara Pazova – Novi Sad – Subotica –Hungarian border - (Kelebia) Railway, 150 km long, was built in 1883 as a single-track railway line, nowadays with run-down superstructure and substructure and frequent speed restrictions and slow rides.

	• Today, train travel time from Belgrade to Budapest, across the distance of around 350 km, is 8 hours including border waiting time, at a commercial speed of around 43km/h. The objective of the modernisation project is to increase the speed and substantially shorten the travel time. • Through the implementation of the subject project, the following objectives will be achieved: - More reliable civil and electro-technical infrastructure systems, - Enhanced traffic safety, - Higher railway throughput, with significantly shortened travel time on this section, - Introduction of new passenger and freight transport services in order to meet the needs of the existing users and attract new transport services users, - Creating conditions for developing and applying intermodal transport systems, - Enhanced traffic safety and shorter travel time, - Ensuring UIC-C loading guage in this part of the railway line, - Better JSC "Serbian Railways Infrastructure" integration into the European transport system, - Upgrade of the quality of passenger and freight transport services, - Higher competitiveness of Serbian Railways with respect to other modes of transport.
PROJECT STATUS:	• The following documentation has been prepared for the subject project: - General Design for the reconstruction and modernization of the (Belgrade) – Stara Pazova – Novi Sad – Subotica – Hungarian border Railway; - Preliminary Design for the reconstruction and modernization of the (Belgrade) – Stara Pazova – Novi Sad Railway, with a Preliminary Report of the State Revision Committee; - Preliminary Design for the reconstruction, modernization and construction of a double-track line Belgrade – Novi Sad – Subotica – Hungarian border, for the railway section from km 60+596 to km 67+828, the variant in the Sremski Karlovci area; - Detailed regulatory plans for the municipalities of Stara Pazova, Indjija and Novi Sad, adopted by the respective general assemblies, through Letter No. 300/2014-241 dated 14 February 2014; - Draft of the detailed regulatory plan for the area of Sremski Karlovci Municipality, submitted to the Sremski Karlovci Municipality Administration for public review and adoption by the Sremski Karlovci Municipal Assembly; - Investment Study of the reconstruction and modernization of the (Belgrade) – Stara Pazova – Novi Sad Railway (the study was financed from the IPA fund); - Environmental Impact Assessment Study; • The preparation of the Detailed/Main Design would be financed from the Russian Federation loan. The design assignment has been prepared and agreed, and the documentation will be drawn up immediately upon signing the annex for this component of the loan. • On 10 October 2014, "RZD International" and the Institute of Transportation CIP concluded a Contract on the preparation of the stated design documentation, in the amount of 9 million dollars. The preparation of the Main Design is in the final phase.
INVESTMENT VALUE:	• The estimated investment value for the preparation of the missing documentation and performance of works amounts to 430,000,000 USD.

PROJECT START DATE:	2015
PROJECT END DATE:	2019
FUNDING:	• The loan of the Government of the Russian Federation with the participation of the Republic of Serbia in the amount of 15% (in order to proceed with the signing of Annex No. 3, the Republic of Serbia needs to secure the funds to the amount of 15 % of the loan)
PROJECT DESCRIPTION:	• The project comprises reconstruction, modernization and construction of a double-track on the Stara Pazova – Novi Sad section, with alignment elements for speeds of up to 200 km/h, and electro-technical facilities in the first phase, for speeds of up to 160 km/h. The modernized railway should facilitate fast, safe and high-capacity railway connection between Belgrade and Novi Sad, and eventually to Subotica and Budapest; namely, it should provide a high level of passenger and freight transport services, along with the required environment protection measures. Within the project for this section, a quality connection between Corridor Xb and Corridor X on route Indjija – Golubinci has also been envisaged. • The project comprises the following works: - Modernization, reconstruction and construction of tracks, with the optimization of the alignment elements for traffic speeds of up to 160 km/h and the allowed axle load of 225 KN and the track distributed load of 80 KN/m (category D4), - Reconstruction and construction of bridges and culverts, - Reconstruction and construction of tunnels, - Reconstruction and construction of tracks and station facilities, - Modernization and reconstruction of signalling and safety devices, telecommunications and overhead lines, - De-levelling of railway crossings and construction of parallel roads and access roads to the railway facilities.

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **JSC „Serbian Railways Infrastructure“**
PROJECT NAME:	***Overhaul and reconstruction of the (Belgrade) Resnik –Vrbnica –Montenegrin Border Railway***
INVESTOR:	**JSC „Serbian Railways Infrastructure“**
CONTRACTOR:	**RZD International**
SUPERVISION:	**-**
DESIGNER:	**Institute of Transportation CIP**
STRATEGIC/ LEGAL FRAMEWORK:	• Agreement between the Government of the Russian Federation and the Government of the Republic of Serbia on granting a state-sponsored export loan to the Government of the Republic of Serbia, dated 11 January 2013, for financing the supply of goods, works and services for JSC “Serbian Railways Infrastructure” (confirmed in the Republic of Serbia by means of the Bill on “Confirmation of the Agreement between the Government of the Republic of Serbia and the Government of the Russian Federation granting a state-sponsored export loan to the Government of the Republic of Serbia” dated 15 March 2013, published in the Official Gazette of RS – International Agreements No. 3/13), as subsequently amended in Belgrade on 10 December 2013 between “RZD International” and JSC “Serbian Railways Infrastructure”; • ANNEX No. 4 ON FACILITY CONSTRUCTION “Overhaul and reconstruction of the (Belgrade) Resnik – Vrbnica –Montenegrin Border Railway”, attached to the Contract on the construction of railway infrastructure and the supply of diesel engine trains No. 300/2013-427/1 dated 10 December 2013; • EU Documents – The First, Second and Third Railway Packages, UIC Railway Plan; • Serbian National Strategy for the Accession of Serbia and Montenegro to the EU; • Strategy of railway, road, inland waterway, air and intermodal transport development in the Republic of Serbia 2008 – 2015.
PROJECT IMPORTANCE:	• The project is of a strategic nature. • The Belgrade – Bar Railway (E-79), 454.8 km long, connects the Republic of Serbia and the Republic of Montenegro. This railway line is of great international, regional and national importance, especially for the development of business relations between Serbia, Montenegro, Albania and Italy. It represents a direct railway connection with the Adriatic – Ionian Basin and Pan-European transport Corridors X and VII (the Danube), and even farther, with all the Central and Eastern European countries, viewed from the strategic position of Belgrade. • The significance of the railway line has been acknowledged through AGC and AGTC Agreements. The national significance of the railway line has been emphasized by the Spatial Plan of the Republic of Serbia from 2010 to 2020, which includes rehabilitation of the existing single-track (Belgrade) – Resnik – Vrbnica Railway. • Through the implementation of the subject project, the following objectives will be achieved: - More reliable civil and electro-technical infrastructure systems, - Enhanced traffic safety, - Higher railway capacity, - Introduction of new passenger and freight transport services in order to meet the needs of the existing users and attract new transport service users, - Creating conditions for developing and applying intermodal transport systems, - Enhanced traffic safety and shorter travel time,

	- Ensuring UIC-C loading gauge in this part of the railway line, - Better JSC "Serbian Railways Infrastructure" integration into the European transport system, - Upgrade of the quality of passenger and freight transport services, - Quality railway connection of Belgrade – Bar Railway with Belgrade – Nis Railway, - Higher competitiveness of Serbian Railways with respect to other modes of transport on the routes to Montenegro and the Port of Bar.
PROJECT STATUS:	• The Railway line is 287 km long. For the purpose of this project it has been divided into 8 sections: o Resnik – Valjevo o Valjevo – Samari o Samari – Pozega o Požega – Užice (freight station) o Užice (freight station) – Zlatibor o Zlatibor – Priboj o Priboj – Prijepolje o Prijepolje – Montenegrin border • Preparatory activities for drafting the design documentation are underway for the part from Valjevo to Vrbnica. The Main Design for section 1, i.e. Resnik – Valjevo, is completed. • Since a portion of the loan has been intended for financing the documentation, the preparation of the same will commence immediately upon signing of the annex for this loan component.
INVESTMENT VALUE:	The estimated investment value 85,000,000 USD
PROJECT START DATE:	2016
PROJECT END DATE:	2019
FUNDING:	The loan of the Government of the Russian Federation with the participation of the Republic of Serbia in the amount of 15% (in order to proceed with the signing of Annex No. 4, the Republic of Serbia should provide the funds to the amount of 15 % as a down payment for the loan).
PROJECT DESCRIPTION:	• The project objective is to carry out a major repair of the existing railway infrastructure for re-establishing the projected railway line parameters. • The prepared Technical and Economic Study for the rehabilitation of the Belgrade – Bar Railway has shown that investment in the works is viable and that there is a sound basis for preparing the necessary technical documentation for the portion of the railway running through the territory of the Republic of Serbia. • The project comprises the performance of the following works: - Reconstruction of the tracks with the upgrade of the alignment elements for design speeds and the allowed load of 225 KN and the load of 80 KN/m per 1 meter of length (category D4), - Reconstruction, repair or replacement of bridges and culverts, - Reconstruction and repair of tunnels, - Reconstruction of tracks and station facilities, - Rehabilitation of signalling and safety devices, telecommunications and overhead lines

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **JSC „Serbian Railways Infrastructure“**
PROJECT NAME:	***Construction of the main railway station Belgrade Center (Phase I)***
INVESTOR:	**JSC „Serbian Railways Infrastructure“**
CONTRACTOR:	**Consortium Energoprojekt**
SUPERVISION:	**Beogradcvor and internal JSC “Serbian Railways Infrastructure” supervision**
DESIGNER:	**Institute of Transportation CIP**
STRATEGIC/ LEGAL FRAMEWORK:	• Loan Agreement (No. 858) between JSC “Serbian Railways Infrastructure” and Kuwait Fund for Arab Economic Development, dated 10 December 2012, • Guarantee Agreement between the Republic of Serbia and Kuwait Fund for Arab Economic Development, • Annex to the Loan Agreement, • Serbian National Strategy for the Accession of Serbia and Montenegro to the EU;
PROJECT IMPORTANCE:	• The project is of strategic importance. • The project is significant for the improvement of the railway infrastructure on Corridor X, and for the dislocation of the main Belgrade train station from the city centre.
PROJECT STATUS:	• Design Documentation for the Project has been prepared. • Tender procedure for contractor selection was initiated in January. After publishing the amendments to the tender documentation together with additional explanations by JSC “Serbian Railways Infrastructure” related to the applied public procurement procedure, KFAED approved the submitted report on the technical bids assessment on 19 May 2014. • After the confirmation of JSC “Serbian Railways Infrastructure” that pursuant to the Loan Agreement they are obligated to provide all additional funds in order to cover any shortage in the financing of this agreement, conditions have been fulfilled for starting the procedure for signing the contract between Serbian Railways a.d. and the Consortium headed by Energoprojekt. • The Board of Directors of JSC „Serbia Railways“ made a Decision on 4 June 2014 to award the contract to the best bidder - the Consortium headed by Energoprojekt. The contract with Energoprojekt was signed on 12 August 2014 and the works are expected to commence immediately after the Kuwait Development Fund effect the advance payment. • Construction works are under way. The expected end date is March 2016
INVESTMENT VALUE:	10,000,000 KWD 27,000,000 EUR
PROJECT START DATE:	2013
PROJECT END DATE:	2016
FUNDING:	Kuwait Fund for Arab Economic Development (KFAED)
PROJECT DESCRIPTION:	• Reconstruction of the facilities for admission, dispatch and control of train traffic at the Belgrade Center railway station. Phase I includes: - Construction of tracks 3, 4, 7 and 8 and railway yard, - Reconstruction of the existing ballasted tracks 9 and 10 – construction of a ballastless track - Procurement of superstructure materials for tracks 1 and 2, - Finishing works in underpasses and on platforms, - Construction and installation of the information system with pictograms for passenger notification and directions, - Repair of slab waterproofing at the level 105, - Overhead lines and construction of 4 power substations 25/023 kV, - Power supply installations in underpasses and on platforms, - Telecommunication systems and installations in underpasses and on platforms, - Dispatching equipment and local cabling network - Equipping the Belgrade Center station, the Karadjordjev Park wye and the Dedinje open line junction with electronic security signalling and safety systems, - Reconstruction of the station signal box.

RESPONSIBLE PARTY	**Ministry of Construction, Transport and Infrastructure** **JSC „Serbian Railways Infrastructure“**
PROJECT NAME:	***Reconstruction of the Sicevo-Stanicenje section on the Nis - Dimitrovgrad Railway***
INVESTOR:	**JSC „Serbian Railways Infrastructure“**
CONTRACTOR:	**-**
SUPERVISION:	**-**
DESIGNER:	**-**
STRATEGIC/ LEGAL FRAMEWORK:	• Strategy of railway, road, inland waterway, air and intermodal transport development in the Republic of Serbia, 2008 – 2015, • Serbian National Strategy for Accession to the EU
PROJECT IMPORTANCE:	• Adapting to the conditions of the single European market requires the “bottlenecks” to be eliminated, transport communications intensified, and the infrastructure systems and other conditions to be improved in order to organize and carry out passenger and freight transport, transit services in particular. • The single-track Nis – Dimitrovgrad Railway is the only line on Corridor X which is not electrified. In the present circumstances, because of the poor state of the civil infrastructure on a part of the Nis – Dimitrovgrad Railway, speed restrictions are more than frequent leading to long travel times and unreliable train timetables. • The aim of the Nis – Dimitrovgrad reconstruction project is to restore this railway, as well as all other railways of Corridor X on the territory of Serbia, and to render them safe, reliable, electrified, and equipped with the latest signalling, safety and telecommunication equipment and included in the remote control system.
PROJECT STATUS:	• A part of the reconstruction and modernisation works on the Nis – Dimitrovgrad Railway was carried out from 2003 - 2005. Within the Railway Rehabilitation Project I, the first phase of modernising the Nis – Dimitrovgrad Railway was carried out, i.e: - The border station in Dimitrovgrad was reconstructed and converted into a joint border station in accordance with the interstate agreements between Bulgarian and Serbian Railways, - The railway from the Dimitrovgrad station to the Bulgarian border, in the length of 7 km, was overhauled, and the Dimitrovrgrad station and level crossings were electrified and furnished with up-to-date digital signalling, safety and telecommunication equipment, - 7 tunnels and 19 bridges along the entire railway were repaired and reconstructed in order to achieve the required load capacity and the clearance needed for railway electrification, and to allow for combined transport in accordance with AGC and AGTC standards. • As part of the reconstruction and modernisation of the Nis – Dimitrovgrad Railway (Railways Rehabilitation Project II), technical documentation was prepared in 2006 for the reconstruction and modernisation of the 60 km long Cele Kula-Stanicenje section. • The last phase of modernisation of the Nis – Dimitrovgrad – Bulgarian border Railway is the Project of electrification and modernisation of safety and telecommunication equipment of the railway line from Nis to Dimitrovgrad in the length of 98 km.
INVESTMENT VALUE:	It is estimated that 120 million EUR would be needed for the reconstruction and modernization of the Nis – Dimitrovgrad Railway. The first phase involves carrying out the construction works on a part of the Sicevo to Stanicenje railway and preparation of the required design documentation in the amount of 60,000,000 EUR.

PROJECT START DATE:	2016
PROJECT END DATE:	2019
FUNDING:	• The implementation of the first phase – Reconstruction of the Sicevo – Stanicenje section in the amount of 60,000,000 EUR will be provided from the EIB sources. • JSC „Serbian Railways Infrastructure“ and the Ministry of Construction, Transport and Infrastructure have an obligation to provide funds in the amount of EUR 550,000 necessary for: - Completion of the project documentation in accordance with the new Law on Planning and Construction - Land expropriation - Indirect costs (construction permit, conditions, etc.)
PROJECT DESCRIPTION:	• The project involves the following: - Reconstruction and modernisation of the tracks of the Nis – Dimitrovgrad Railway, both along the line and in the stations. - Electrification of the Nis - Dimitrovgrad line, - Modernisation of signalling and safety equipment, - Fitting the railway with modern telecommunication equipment.

RESPONSIBLE PARTY	**Ministry of Construction, Transport and Infrastructure** **EU Delegation to the Republic of Serbia** **AP Vojvodina** **JSC "Serban Railways Infrastructure"**
PROJECT NAME:	***Construction of a new railway-road bridge across the Danube in Novi Sad in place of the demolished Zezelj Bridge***
INVESTOR:	**JSC "Serban Railways Infrastructure"**
CONTRACTOR:	**JV AZVI-TADEI-HC**
SUPERVISION:	**"DB International"**
DESIGNER:	**Italferr**
STRATEGIC/ LEGAL FRAMEWORK:	• The bridge construction contract was signed on 25 January 2011 with the Spanish-Italian consortium JV AZVI-TADEI-HC.
PROJECT IMPORTANCE:	• Improvement of the railway infrastructure on Corridor X. The bridge will be constructed at the site of the former Zezelj Bridge which was demolished. The new bridge is designed to be 474 m long. Its cross-section provides for two tracks, two traffic lanes and two pedestrian-bicycle tracks.
PROJECT STATUS:	• The Spanish-Italian consortium JV AZVI-TADEI-HC was engaged to carry out the project. Project implementation was running late causing the works to be delayed by more than 5 months. The activities were intensified in 2013 and the works are expected to finish in 2016.
INVESTMENT VALUE:	48,232,047.91EUR
PROJECT START DATE:	2011
PROJECT END DATE:	2016
FUNDING:	IPA funds (donation) for LOT 1 (2/3 AP Vojvodina, 1/3 the City of Novi Sad) for LOT 2
PROJECT DESCRIPTION:	• The project consists of two parts, namely: - LOT 1 – Fabrication of steel structure elements and delivery to the Novi Sad construction site. - LOT 2 – Preparation of the Main Design, and performance of all civil works related to the new bridge construction and removal of the temporary bridge MD 88.

RESPONSIBLE PARTY	**Ministry of Construction, Transport and Infrastructure** **EU Delegation to the Republic of Serbia, JSC „Serban Railways Infrastructure“**
PROJECT NAME:	***Preparation of the Preliminary Design for reconstruction and modernization of the existing railway track and construction of one more track on the Belgrade – Nis Railway, on the Stalac – Djunis section***
INVESTOR:	**European Commission**
CONTRACTOR:	**“Mott MacDonald”**
SUPERVISION:	**-**
DESIGNER:	**“Mott MacDonald”**
STRATEGIC/ LEGAL FRAMEWORK:	• Strategy of railway, road, inland waterway, air and intermodal transport development in the Republic of Serbia, 2008 – 2015, • General Master Plan for Transport in the Republic of Serbia
PROJECT IMPORTANCE:	• Improvement of railway infrastructure along Corridor X.
PROJECT STATUS:	• The project team was completed with the engagement of “Mott MacDonald” as the consultant, and the project works have started. • In compliance with the donor’s requests, the General Design for this railway section was submitted to the State Revision Committee for adoption. In addition, a designer was chosen for the preparation of the Spatial Plan for the infrastructure corridor of this section.
INVESTMENT VALUE:	The value is estimated at 1,500,000 EUR
PROJECT START DATE:	2014
PROJECT END DATE:	2016
FUNDING:	• Western Balkans Investment Fund (WBIF). • The exact amount of the funds required for the execution of the works will be known upon the completion of this project (the preliminary estimate is 105 million euros), but the sources of funding have not yet been defined.
PROJECT DESCRIPTION:	• The project includes the development of the Preliminary Design and the Feasibility Study and the Environmental Impact Assessment Study. The terms of reference prepared by the EU Delegation have been agreed with the relevant Ministry and JSC „Serbian Railways Infrastructure“.

RESPONSIBLE PARTY	**Ministry of Construction, Transport and Infrastructure** **EU Delegation to the Republic of Serbia,** **JSC „Serbian Railways Infrastructure“**
PROJECT NAME:	***Preparation of Preliminary Design for reconstruction and modernization of the Novi Sad – Subotica – Hungarian border Railway by building one more track***
INVESTOR:	**European Commission**
CONTRACTOR:	**“Louis Berger”**
SUPERVISION:	**-**
DESIGNER:	**“Louis Berger”**
STRATEGIC/ LEGAL FRAMEWORK:	• Law on the Spatial Plan of the Republic of Serbia from 2010 to 2020 (Official Gazette of RS, No. 88/2010) • Strategy for railway, road, inland waterway, air and intermodal transport development in the Republic of Serbia, General Master Plan for Transport in the Republic of Serbia
PROJECT IMPORTANCE:	• Improvement of the existing and construction of one more track of the Novi Sad – Subotica Railway, and improvement of the railway transport performances along the strategic Corridor X.
PROJECT STATUS:	• “Louis Berger” has been engaged on the project as the consultant since June 2013. The time for completion of the project is 24 months. • JSC “Serbian Railways Infrastructure“, as the final beneficiary, is revising the documentation prepared by “Louis Berger”. • It is necessary that the Preliminary Design be adopted by the State Revision Commission of the responsible Ministry.
INVESTMENT VALUE:	4,950,000 EUR for preparation of the Preliminary Design. Investment value is pre-estimated at 480 million EUR and sources of funding have not yet been defined.
PROJECT START DATE:	2013
PROJECT END DATE:	2016
FUNDING:	IPA 2011
PROJECT DESCRIPTION:	• The project includes the development of the Preliminary Design, along with the Feasibility Study and the Environmental Impact Assessment (EIA) Study.

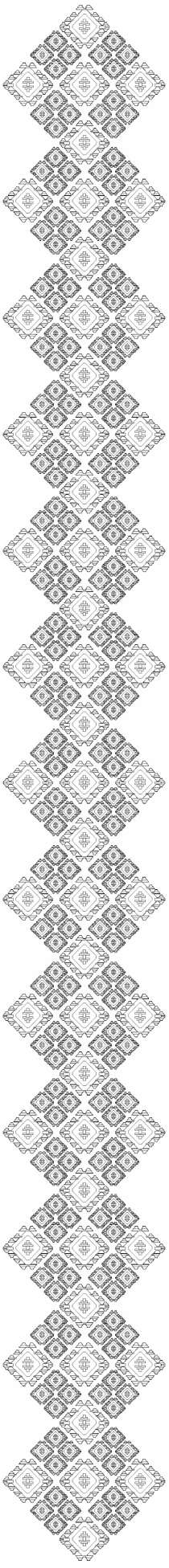
RESPONSIBLE PARTY	**Ministry of Construction, Transport and Infrastructure** **EU Delegation to the Republic of Serbia,** **JSC „Serbian Railways Infrastructure“**
PROJECT NAME:	***Preparation of the General and Preliminary Design for the rail bypass in Nis***
INVESTOR:	**European Commission**
CONTRACTOR:	**Ces “Cowi”**
SUPERVISION:	**-**
DESIGNER:	**Ces “Cowi”**
STRATEGIC/ LEGAL FRAMEWORK:	• Strategy for railway, road, inland waterway, air and intermodal transport development in the Republic of Serbia, • General Master Plan for Transport in the Republic of Serbia
PROJECT IMPORTANCE:	• Improvement of the railway infrastructure of the Nis hub and on the Nis – Dimitrovgrad – State Border Branch of Corridor X,
PROJECT STATUS:	• “Cowi” has been engaged as the consultant on preparation of the design documentation since September 2013. The subject project requires the preparation of a General Regulatory Plan for the Nis bypass funded by JSC “Serbian Railways Infrastructure” which is expected to be completed in 2016. • The General Design has been completed and is currently being reviewed by the State Revision Committee.
INVESTMENT VALUE:	900,000 EUR
PROJECT START DATE:	2013
PROJECT END DATE:	2016
FUNDING:	IPA 2011
PROJECT DESCRIPTION:	• The project includes preparation of the General and Preliminary Design along with the Feasibility Study and the Environmental Impact Assessment (EIA) Study.

RESPONSIBLE PARTY	**Ministry of Construction, Transport and Infrastructure** **EU Delegation to the Republic of Serbia, JSC „Serbian Railways Infrastructure“**
PROJECT NAME:	***Preparation of technical documentation for modernization of the (Trupale) Nis – Brestovac section on the Nis – Presevo – FYR Macedonian border Railway***
INVESTOR:	**European Commission**
CONTRACTOR:	**„Louis Berger“**
SUPERVISION:	**-**
DESIGNER:	**„Louis Berger“**
STRATEGIC/ LEGAL FRAMEWORK:	• Law on Spatial Plan of the Republic of Serbia from 2010 to 2020 (Official Gazette of RS, No. 88/2010) • Strategy for railway, road, inland waterway, air and intermodal transport development in the Republic of Serbia, • General Master Plan for Transport in the Republic of Serbia
PROJECT IMPORTANCE:	• The project is aimed at improving the railway infrastructure on Corridor X.
PROJECT STATUS:	• All technical documentation has been prepared. The Preliminary Design is currently being reviewed by the State Revision Committee.
INVESTMENT VALUE:	1,000,000 EUR The funds required for the preparation of the design documentation are pre-estimated at 2,600,000 EUR.
PROJECT START DATE:	2010
PROJECT END:	2016
FUNDING:	IPA 2008
PROJECT DESCRIPTION:	• The project involves preparing the Preliminary Design, Feasibility Study and EIA Study for the Trupale section (Nis – Brestovac on the Nis – Presevo – Macedonian border Railway). Modernization includes minimal technical upgrades to allow for speeds of up to 120 km/h, keeping the existing single track railway alignment as much as possible. After completing this section, the remaining sections up to the border with FYR Macedonia are expected to be designed. Further investments into this section may be co-financed from the IPA funds of the European Union.

RESPONSIBLE PARTY	**Ministry of Construction, Transport and Infrastructure** **JSC „Serbia Railways“ - "Srbija train" JSC**
PROJECT NAME:	***Procurement of new 27 diesel passenger trains***
INVESTOR:	**JSC „Serbian Railways“**
CONTRACTOR:	**„Metrovagonmash“**
SUPERVISION:	**-**
DESIGNER:	**-**
STRATEGIC/ LEGAL FRAMEWORK:	• Agreement between the Government of the Russian Federation and the Government of the Republic of Serbia on granting a state-sponsored export loan to the Government of the Republic of Serbia dated 11 January 2013 for financing the provision of goods, works and services for JSC „Serbia Railways“ (confirmed in RS by means of the “Bill on the Confirmation of the Agreement between the Government of the Republic of Serbia and the Government of the Russian Federation granting a state-sponsored export credit to the Government of the Republic of Serbia” dated 15 March 2013, published in the Official Gazette of RS – International Agreements No. 3/13), as subsequently amended, concluded on 10 December 2013 in Belgrade between “RZD International” and JSC „Serbia Railways“; • Contract on the railway infrastructure construction and supply of diesel trains, No. 300/2013-427/1 dated 10 December 2013; • Serbian National Strategy for the Accession of Serbia and Montenegro to the European Union; • Strategy for railway, road, inland waterway, air and intermodal transport development in the Republic of Serbia from 2008 to 2015.
PROJECT IMPORTANCE:	• The current condition of the rolling stock is characterized by uneven employment of different types of vehicles and by an unacceptably high rate of immobilization. The average age of rolling stock is high as well. The existing diesel trains of 812/818 series (railcars) are the oldest traction stock, with the average age of 45 years. The stock technical solutions are mostly outdated, and years of insufficient investment in maintenance have led to a high rate of immobilization and very low overall reliability. • Modernization of railways entails also the acquisition of diesel passenger trains which are capable of meeting the timetables tailored to the market demands. • The general objective of the project is to improve overall transport efficiency and satisfy the needs of the national transport market, to allow for integration into the traffic structure of the surrounding countries and the European railway system, and to increase reliability, traffic safety and efficiency of the company. • Project implementation would result in: - Compliance with timetables and traffic regularity, - Better quality of passenger transport services, - Greater reliability and availability, which directly affects the quality of the passenger transport service, - Better working conditions for the railway personnel, - Lower fuel costs, since conventional traction stock consumes much more fuel than diesel trainsets (specific consumption of diesel-locomotives is 3.27 l/km, and of diesel trainsets is 1 l/km), - Lower routine maintenance costs (at present, these costs amount to 21.52 RSD/km for diesel-locomotives, and 18.91 RSD/km for the new diesel trainsets), - Shorter travel time, being one of the parameters of the quality of transport service that is reflected in the average commercial speed, which is 39 km/h for diesel-locomotives and 45 km/h for the new diesel trainset.

PROJECT STATUS:	• Director of JSC "Serbian Railways Infrastructure" and the Director General of "RZD International" signed a contract for the supply of 27 new diesel trains (Annex 5) in Belgrade on 16 October 2014, which came into force in August 2015. The value of this contract is 100 million USD. The first train will be delivered in December 2015, and the last train will be delivered in January 2017.
INVESTMENT VALUE:	100,000,000 USD
PROJECT START DATE:	2015
PROJECT END DATE:	2017
FUNDING:	Loan of the Russian Government, with the participation of 15% by the Republic of Serbia (in order to proceed with signing of Annex No. 5, the Republic of Serbia is required to ensure 15% on account of loan participation)
PROJECT DESCRIPTION:	• The project includes the procurement of new diesel trains for passenger transport on non-electrified lines.

Water transport and navigation safety



RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **Directorate for Inland Waterways**
PROJECT NAME:	***Project of introducing of remote control of inland waterway marking system***
STRATEGIC/ LEGAL FRAMEWORK:	• Waterborne Transport Development Strategy of the Republic of Serbia 2015-2025 • General Master Plan for Transport in Serbia (2009) • Strategy of the Railway, Road, Inland Waterway, Air and Intermodal Transport Development in the Republic of Serbia, 2008-2015 (*Official Gazette of RS*, No. 4/08) • General Plan and Feasibility Study for Inland Waterborne Transport in Serbia (2006) • Law on Navigation and Ports on Inland Waterways (*Official Gazette of RS*, No. 73/10 and 121/12) • European Union Strategy for Danube Region • Danube Commission Recommendations • Multi-Annual Plan 2012-2016 on the South East Europe Core Regional Transport Network and Memorandum of Understanding on the South East Europe Core Regional Transport Network
PROJECT IMPORTANCE:	• Strategic relevance of the project: According to the newly established classification of major transport corridors in the EU, the Danube is part of the Rhine-Danube Corridor and the only corridor on inland waterways according to this classification. In the Republic of Serbia, 87% of total inland waterborne transport is performed on the Danube river. • The project shall provide the necessary preconditions for the following: - The increase of waterborne transport safety - The improvement of transport management on inland waterways - Prevention of accidents - The improvement of inland waterborne transport efficiency • In addition, the project is addressing the requirements for compliance with the White paper of the European Commission: Roadmap to a Single European Transport Area – Towards a competitive and resource-efficient transport system
PROJECT STATUS:	Project documents are prepared. Tender procedure for Technical assistance and supervision for installation of equipment and integration of navigation monitoring system on the Danube river, publication reference: EuropeAid/135643/IH/SER/RS, is ongoing.
INVESTMENT VALUE:	2,650,000 EUR
PROJECT START DATE:	2015
PROJECT END DATE:	2018
FUNDING:	IPA 2013
PROJECT DESCRIPTION:	• Implementation of RIS (River Information Service) has introduced a better control of inland waterways and navigation for government users involved in various processes and activities related to inland navigation, such as harbourmaster's offices (offices of the harbourmasters responsible for safety of inland navigation), the police (responsible for border control and security), customs office (responsible for control of vessel shipments/border cargoes), Directorate for Inland Waterways (responsible for waterways marking, maintenance and operations).

	• Implementation of RIS is deemed very important; however, it is NOT deemed the only tool for improvement of inland navigation safety and for better management of inland waterways infrastructure. Navigation conditions on the Danube constantly change due to various meteorological conditions, high/low water levels, changes in the morphology of river bed due to fluctuation of sediments, or diverse hindrances occurring along the waterway. Waterways are marked with the so-called *AtoN*s (aid to navigation), navigation marking systems consisting of various elements of different colours, shapes, numbers and lighting characteristics that are used to mark fairways, waterways and obstacles on them called BUOYS. The buoys are used to mark waterway limits and dimensions on the waterway itself, or to provide other information on tributaries or different restrictions of the available infrastructure. *AtoN*s or buoys are often damaged, even destroyed by the passing ships, or otherwise under the influence of various meteorological conditions. In such cases, they partially or fully lose their effectiveness. Regular monitoring of the condition, the integrity of the marking system as well as its maintenance, especially of the floating buoys, i.e. *AtoN*s, together with efficient changes within the navigation marking system (change of position or of type of buoy/*AtoN*s), if there are changes in conditions for navigation, represent, together with RIS, one of the key components affecting the safety and efficiency of navigation. The use of virtual buoys, or *AtoNs* (Virtual buoy/*AtoN* is a common term meaning digitally transmitted information received by the electronic equipment of a vessel and read as the data on the type, kind and location of a signal otherwise not existing in the real world, but serving as a data for decision making on navigation courses, and displayed on a particular location on the *ECDIS* of the vessel, a radar or any other navigation display) make skippers aware of an incident or hazard by navigational marks presented on an electronic display, thus providing a timely warning of an incident before physical aids are deployed (physically reinstalled buoys on the waterway), or in case when the marking system had to be removed (occurrence of floating of ice which can completely demolish the marking system on the waterway, in which case it is necessary to remove the buoys). Virtual buoy/*AtoN* relies on the AIS infrastructure which has already been established and operative through implementation of RIS in the Republic of Serbia.

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **Directorate for Inland Waterways**
PROJECT NAME:	***Regular technical maintenance of waterways***
STRATEGIC/ LEGAL FRAMEWORK:	• Waterborne Transport Development Strategy of the Republic of Serbia 2015-2025 • Law on Navigation and Ports on Inland Waterways (*Official Gazette of RS*, No. 73/10 and 121/12) • Law on Ministries (*Official Gazette of RS*, No. 44/2014) • Law on Amendments to the Law on the Budget of the Republic of Serbia for 2014 (*Official Gazette of RS*, No. 116/14)
PROJECT IMPORTANCE:	• Creation of conditions for safer, more reliable and more resource-efficient waterborne transport implies the development of infrastructure on the waterways of the Republic of Serbia for the purposes of navigation, as well as their regular technical maintenance. Regarding the infrastructure of the waterways, current situation highlights the problem of lack of continuous technical maintenance as a consequence of the decades-long neglect of this branch of economy and insufficient funding. The result of such approach is partial utilization of waterways in relation to the available capacities, which could jeopardize the strategic position of the Republic of Serbia. This is particularly since the development and the condition of waterways infrastructure is one of the key factors in providing of transport services.
PROJECT STATUS:	• Project funded through regular budget planning.
INVESTMENT VALUE:	2.5 – 2.7 million EUR (annually) from the budget of RS
PROJECT START DATE:	2015
PROJECT END DATE:	2017
FUNDING:	Budget of RS
PROJECT DESCRIPTION:	• The project involves hydraulic measurements, marking of waterways, hydraulic works, and the maintenance of River Information Services (RIS). Sufficient and stable dimensions of a waterway (width, depth and vertical clearance under the bridges of the navigable fairways) enable continual mass transportation at competitive prices. • The network of base stations (15 on the Danube and 3 on the Sava) provide signal coverage along the entire courses of both rivers. Electronic navigation charts (ENC) are provided for the entire courses of the rivers Danube, Sava and Tisa through Serbia. For the purpose of more efficient implementation of these services, the RIS Equipment Program has been implemented, which included providing commercial and state services' ships with the necessary equipment. In view of the fact, the maintenance of the system is a priority.

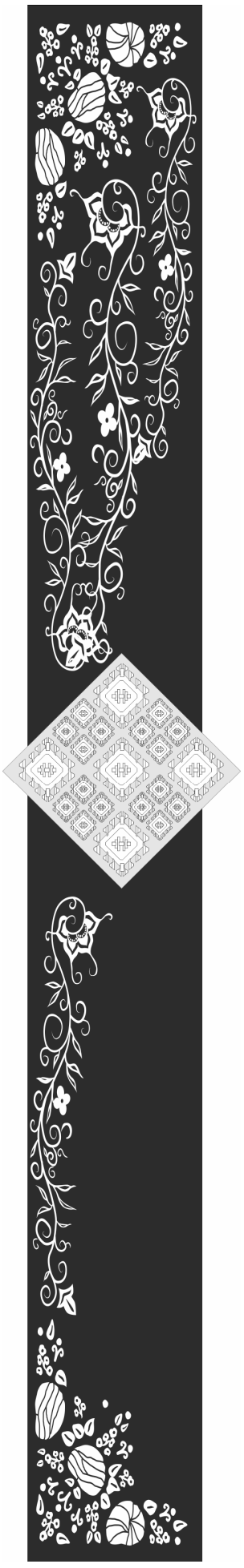
RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **Directorate for Inland Waterways**
PROJECT NAME:	***River training and dredging works on critical sections on the Danube river in Serbia, between Backa Palanka and Belgrade (including monitoring and ecological monitoring of the works)***
STRATEGIC/ LEGAL FRAMEWORK:	• Waterborne Transport Development Strategy of the Republic of Serbia 2015-2025 • General Master Plan for Transport in Serbia (2009) • Strategy of the of Railway, Road, Inland Waterway, Air and Intermodal Transport Development in the Republic of Serbia, 2008-2015 (*Official Gazette RS*, No. 4/08) • General Plan and Feasibility Study for Inland Waterborne Transport in Serbia (2006) • Law on Navigation and Ports on Inland Waterways (*Official Gazette of RS*, No. 73/10 and 121/12) • Danube Commission Recommendations • AGN (European Agreement on Main Inland Waterways of International Importance) • Joint Statement on Guiding Principles on the Development of Inland Navigation and Environmental Protection in the Danube River Basin • EU Strategy for Danube Region
PROJECT IMPORTANCE:	• The project has strategic relevance. • According to the new classification of main EU transport corridors, the Danube is part of the Rhine-Danube Corridor, which is the only inland waterway in the classification. • 87% of total inland waterborne transport in Serbia is performed on the Danube river, and most of the trans-shipment is performed in ports along the section between Backa Palanka and Belgrade.
PROJECT STATUS:	The project section includes 6 critical sections along the Danube between Backa Palanka and Belgrade. The following documentation is finalized and approved: • Feasibility study with preliminary designs • Environmental impact assessment study • Dredging works – field survey • Main designs for critical sections with hydraulic structures • Technical inspection of the main projects has been completed • All permits for all critical sections have been obtained • Construction permits have been obtained • Tender procedure for supervision and environmental monitoring of river training and dredging works on critical sections on the Danube river is ongoing
INVESTMENT VALUE:	Total value: 14.2 million EUR • 12.2 million EUR – hydraulic and dredging works • 2 million EUR – supervision and ecological monitoring of the hydraulic and dredging works
PROJECT START DATE:	2015
PROJECT END DATE:	2018
FUNDING:	IPA 2013
PROJECT DESCRIPTION:	• The purpose of the project is to ensure minimal depths and widths of waterways in the periods of low water on the common RS-CRO section of the Danube river. The navigation conditions on the Danube would thus become more predictable in terms of available dimensions of the waterway, more reliable in terms of logistics and transport planning and more competitive in relation to other modes of transport.

	• During the implementation of IPA 2010 project (Preparation of documentation for river training works on the selected critical sections on the Danube river in Serbia) the total of 24 critical sections has been identified, with the total length of 70 km, out of which 7 critical sections are located along the route from Backa Palanka to Belgrade (both riverbanks belong to RS). For 6 out of 7 critical sections (excluding Novi Sad, having in mind that the navigation conditions shall be improved by the construction of new Zezelj bridge and removal of a temporary road and railway bridge with the navigation fairway only 90 m wide since it is located in the river bend) preliminary designs have been developed using the results of hydrodynamic and morphological modelling (with the results of morphological modelling prevailing over the results of hydrodynamic modelling). The feasibility study with the preliminary designs has been approved by the State Audit Institution. Environmental impact assessment study has been approved by the Ministry in charge of environmental issues. The main designs have been developed and are undergoing technical control. • The adopted technical solutions include a combination of dredging of the river deposits and building the non-embedded hydraulic structures, in compliance with the requirements for protection of the environment and nature. • Implementation of the project would create long-term prospects for development of inland waterborne transport along the entire course of the Danube river. The effects of the project are inseparably interconnected with the advancement of the navigation conditions in other countries of the Danube region, both upstream and downstream from the project section. hat is the only way to make the Danube river more competitive on the Pan-European transport market, and to make a substantial contribution to the overall social and economic development of the Republic of Serbia and the entire Danube region.

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure**
PROJECT NAME:	***Contribution for the membership in IMO – International Maritime Organization and purchase of IMO model courses***
STRATEGIC/ LEGAL FRAMEWORK:	• Waterborne Transport Development Strategy of the Republic of Serbia 2015-2025 • Maritime Navigation Law (*Official Gazette of RS*, No. 87/11, 104/13); • Law on Ministries (*Official Gazette of RS*, No. 44/2014), • Rulebook on Internal Organization and Job Classification in the Ministry of Construction, Transport and Infrastructure, July 2014; • Law on Amendments to the Law on the Budget of the Republic of Serbia for 2014 (*Official Gazette of RS*, No. 116/14) • Regulation on Professional Titles, Requirements for Obtaining a Professional Title and Certification of Seafarers (*Official Gazette of RS*, No. 16/14) • International Convention on Standards of Training, Certification and Watchkeeping for Seafarers – STCW Convention;
PROJECT IMPORTANCE:	• Alignment with the IMO requirements for cooperation with accredited seafarer training institutions
PROJECT STATUS:	• The project presupposes regular funding from the budget of RS for the annual contribution
INVESTMENT VALUE:	• Contribution: 5200 GPP • Purchase of IMO model courses: 1,661 EUR
PROJECT START DATE:	Annual contribution
PROJECT END DATE:	Annual contribution
FUNDING:	Budget of RS
PROJECT DESCRIPTION:	• The project entails regular obligation to pay annual contributions for membership in the IMO by the state/Ministry in charge of (maritime) transport • It also entails the purchase of IMO model courses necessary for issuance of work permit of the accredited institution, in accordance with the Maritime Navigation Law.

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **Sector for Waterborne Transport and Safety of Navigation**
PROJECT NAME:	***Certification of ISO 9001:2008 management system in the area of maritime navigation in accordance with STVW***
STRATEGIC/LEGAL BASIS:	• Waterborne Transport Development Strategy of the Republic of Serbia 2015-2025 • Maritime Navigation Law (*Official Gazette of RS*, No 87/11, 104/13) • Law on Ministries (*Official Gazette of RS*, No 44/2014) • Rulebook on Internal Organization and Job Classification in the Ministry of Construction, Transport and Infrastructure, July 2014; • Law on Amendments to the Law on the Budget of the Republic of Serbia for 2014 (*Official Gazette of RS*, No. 116/14) • Regulation on Professional Titles, Requirements for Obtaining a Professional Title and Certification of Seafarers (*Official Gazette of RS*, No. 16/14) • International Convention on Standards of Training, Certification and Watchkeeping for Seafarers – STCW Convention
PROJECT IMPORTANCE:	• The Republic of Serbia, as a successor of the membership in the International Maritime Organization (IMO), is obliged to certify the ISO 9001:2008 quality management system, in accordance with international quality management standards and the defined requests, procedures and instructions. • Pursuant to the Maritime Navigation Law of the Republic of Serbia, the Ministry of Construction, Transport and Infrastructure and Harbourmaster's Office Belgrade are obliged to apply and maintain the quality management system, that is, to document the implementation of activities in the Sector for Waterborne Transport and Safety of Navigation. The Sector itself defines the policy of quality of work (with regard to the maritime navigation) and must comply with it.
PROJECT STATUS:	• Ongoing
INVESTMENT VALUE:	EUR 2,150
PROJECT START DATE:	Year 2015
PROJECT END DATE:	Year 2017
FUNDING:	Budget of RS
PROJECT DESCRIPTION:	• The project includes the management system certification for compliance with ISO 9001:2008 of the Ministry in charge of transport – the area of maritime navigation which is prescribed by the Maritime Navigation Law and STCW Convention. The certification is carried out by an internationally recognized and independent certification body with whom a contract has been signed and which has carried out initial checks of the course of the preparation of the documentation for certification in the period of preparations for the inspection of the European Maritime Safety Agency (EMSA). In November 2013, the EMSA carried out the inspection of work of Serbian administration and other institutions dealing with training of seafarers. In the course of the procedure, harmonisation of Serbian legislation in the area of maritime transport with the EU regulations, as well as their implementation, was controlled. The final score was positive. • Project realization includes financing in the amount of EUR 1,150 for the certification and 2x500 EUR for two inspection checks.

Air traffic



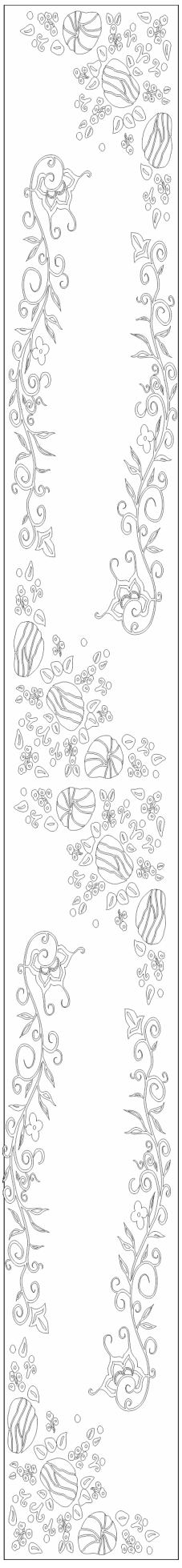
RESPONSIBLE PARTY:	**The Ministry of Construction, Transport and Infrastructure** **JSC Belgrade Airport "Nikola Tesla"**
PROJECT NAME:	***Expansion of the concourse C***
STRATEGIC/ LEGAL BASIS:	• Detailed urban development plan of Belgrade Airport, 1989 • Detailed Regulation Plan for Nikola Tesla Airport– in preparation • Location permit
PROJECT IMPORTANCE:	• JSC Belgrade Airport "Nikola Tesla" Airport has a total of 19 gates (16 air bridge gates) and 27 parking positions. Such ratio between the number of gates and parking positions indicates a potential problem of insufficient gates or a potential "bottle neck" in the departure and arrival of passengers. Considering the increase in the number of passengers and in order to enable traffic without constrains in capacity in the forthcoming period, it is necessary to expand the concourse C and construct new waiting rooms.
PROJECT STATUS:	• The first phase of the project design - Preliminary (Idea) design has been completed and submitted to the Expert committee which should undertake the project audit.
INVESTMENT VALUE:	Total 18,250,000 EUR: 2,000,000 EUR – public land development fee 16,250,000 EUR – execution of works
PROJECT START DATE:	All necessary regulatory licences and permits should be obtained during the first quarter of 2016. The commencement of construction works is planned upon the completion of technical documentation and obtaining of all necessary regulatory licences and permits for the project.
PROJECT END DATE:	The works would be completed within 12 months from the date of the completion of technical documentation and obtaining of all necessary licences and permits.
FUNDING:	• Other sources of funding
PROJECT DESCRIPTION:	• The expansion of concourse C will result in an object of 10,000 sqm construction area. The constructed object will consist of the first and ground floor. It is planned for the object to house two waiting rooms with four air bridge gates and two waiting rooms with four departure gates for remote parking positions in the object. Additionally, an energy supply block and a technical block are planned to be formed within the object.

RESPONSIBLE PARTY:	**The Ministry of Construction, Transport and Infrastructure** **JSC Belgrade Airport "Nikola Tesla"**
PROJECT NAME:	***Reconstruction of runway 12-30 of the Belgrade Airport***
STRATEGIC/ LEGAL BASIS:	• ICAO regulations; ICAO Document 9157, part one; The Airport Rule book.
PROJECT IMPORTANCE:	• Safe and secure air traffic, basic resource of the airport.
PROJECT STATUS:	• In process – preparation of a public procurment for the consultancy services and preparation of technical documentation in regards to the reconstruction of the airside maneuvering areas and analysis of the construction option.
INVESTMENT VALUE:	45,000,000 EUR – reconstruction
PROJECT START DATE:	2016
PROJECT END DATE:	2019
FUNDING:	• PSP (Private Sector Participation) • Other sources of funding
PROJECT DESCRIPTION:	• Last reconstruction of the runway construction was performed in 2005 by pealing off the surface layer of asphalt and laying a new layer in accordance with the project developed by the Highway Institute of Serbia. Considering the damages in form of reflection crackings which appeared in the construction service layer, and due to the damages in the bearing construction itself, it is necessary to perform a reconstruction in accordance with the results of the planned analysis.

RESPONSIBLE PARTY:	**The Ministry of Construction, Transport and Infrastructure** **"Ponikve" Airport Public Company**
PROJECT NAME:	***Airport fencing construction***
STRATEGIC/ LEGAL FRAMEWORK:	• Air Transport Law of the Republic of Serbia (*Official Gazette of RS*, No73/10 and 57/11) • ANNEX 14, ICAO • Regulation on Aerodromes (*Official Gazette of RS*, No 23/12 and 60/12)
PROJECT IMPORTANCE:	• Openness of the airport to commercial flights. • Connection of the western regions of Serbia and the eastern regions of Bosnia and Herzegovina to other European countries by air. That would primarily stimulate the development of tourism, as well as attract foreign and domestic investors to the entire region of western Serbia (increase of the direct and indirect revenues of the region).
PROJECT STATUS:	• The preliminary design for fencing has been developed. • The Main design and the tender documentation are yet to be completed.
INVESTMENT VALUE:	EUR 350,000
PROJECT START DATE:	2015
PROJECT END DATE:	2016
FUNDING:	• "Ponikve" Airport Public Company, City of Uzice, Municipality of Cajetina, Nikola Tesla Airport.
PROJECT DESCRIPTION:	• The boundaries of the controlled airport area (Airside) have been defined for a maximum spatial expansion of the airport and for the instrument landing conditions, i.e. with the main runway strip width of 2 x 150 m. The project stipulates fencing around the entire controlled area of the airport. The length of the airport controlled area fencing is 9,230 m. • Nikola Tesla Airport is to donate 6.5 km of old fencing, out of which the length of usable fencing is 4 km; the exact total length shall be known upon the donation.

RESPONSIBLE PARTY:	**The Ministry of Construction, Transport and Infrastructure** **"Ponikve" Airport Public Company**
PROJECT NAME:	***Procurement of the airport lighting systems***
STRATEGIC/ LEGAL FRAMEWORK:	• Law on Planning and Construction of the Republic of Serbia (*Official Gazette of RS*, No 72/2009, 81/2009, and 24/2011) • ANNEX 14, ICAO • Regulation on Aerodromes (*Official Gazette of RS*, No 23/12 and 60/12)
PROJECT IMPORTANCE:	• Openness of the airport in adverse weather conditions and at night, which would increase the number of passengers at Ponikve Airport (increase of the direct and indirect revenues of the region).
PROJECT STATUS:	• Discussions with the representatives of companies for production of the airport lighting systems have been held; information on types and installation methods have been gathered.
INVESTMENT VALUE:	700,000 EUR
PROJECT START DATE:	2015
PROJECT END DATE:	2017
FUNDING:	• "Ponikve" Airport Public Company, City of Uzice, Municipality of Cajetina
PROJECT DESCRIPTION:	• Without the procurement of the lighting system, the airport cannot be open in the impaired visibility conditions (fog), nor can it be open for night flights, which considerably limits the usability of the airport.

Municipal Infrastructure



RESPONSIBLE PARTY:	**The Ministry of Construction, Transport and Infrastructure Republic Housing Agency**
PROJECT NAME:	**Improvement of living and housing conditions among the Roma population currently residing in informal settlements**
IMPLEMENTING PARTNERS:	Partner in the first phase is Organization for Security and Co-operation in Europe Office in charge of TARI project Local self-governments/ Municipalities: Sombor, Odzaci, Novi Sad, Kovin, Pancevo, Valjevo, Koceljeva, Belgrade: Zvezdara and Palilula, Knjazevac, Bujanovac, Prokuplje, Leskovac, Vranje, Zitoradja, Bojnik, Obrenovac, Smederevo, Kragujevac, Krusevac, and Bela Palanka
STRATEGIC/ LEGAL BASIS:	National Social Housing Strategy Strategy for Improvement of the Status of Roma in the Republic of Serbia Spatial plan for the Republic of Serbia
PROJECT IMPORTANCE:	The realization of this project should build the capacity of local self-governments through efficient implementation of procedures for legalizing objects built without construction permits, enhance the security of housing tenure on the land, which is the basic prerequisite for improving the real estate market, and increase revenues of local self-governments and the Republic of Serbia.
PROJECT STATUS:	The implementation of the first phase of the project is in progress. The second phase will begin in September 2016.
INVESTMENT VALUE:	Around 1 million Euros have been approved for the realization of the first phase. Around 9 million Euros have been approved for the realization of the second phase.
PROJECT START DATE:	I phase – October 2013 II phase – September 2016
PROJECT END DATE:	I phase – March 2016 II phase – September 2018
SOURCE OF FUNDING:	IPA 2012, IPA 2013
PROJECT DESCRIPTION:	The first phase of the project includes: 1. Establishment of geographic information systems (GIS) for monitoring the improvement of substandard Roma settlements; 2. Detailed researches of needs in substandard settlements in 21 local self-governments which will implement the activities within the second phase of the project; 3. Identification and detailed overview of the conceptual model of housing that will be applied for the realization of reconstruction/ extension/ construction of residential buildings; 4. Development of urban plans (DRP and PGR), for the purpose of spatial regulation of the settlements; 5. Preparation of project documentation for the implementation of various projects, such as: construction of municipal infrastructure, connection to the infrastructure network for individual buildings; parcelling for the purposes of legalization; reconstruction/ renovation or construction of housing units. Activities stipulated under points 1, 2 and 3 were implemented by October 2015. It is expected for the activities stipulated under points 4 and 5 to be implemented no later than March 2016.

	The second phase of the project includes: 1. Detailed researches of needs in sub-standard settlements in additional 20 local self-governments, which will be financially realized from other activities/ next IPA funds; 2. Development of urban development plans (DRP and PGR), for the purpose of spatial regulation in additional 20 municipalities; 3. The implementation of projects in local self-governments which have prepared project documentation (construction of municipal infrastructure, connection of individual buildings on the infrastructure network; parcelling for the purposes of legalization, reconstruction/ renovation or construction of housing); 4. Preparation and update of action plans for improving the position of the Roma population, which includes improvement of living conditions in 21 local self-governments from the first phase and in 20 local self-governments selected in the second phase; 5. Definition of conditions for the future activities of displacement of the Roma population settlements in local self-governments in accordance with the legal framework and pursuant previously prepared action plans.

RESPONSIBLE PARTY:	**The Ministry of Construction, Transport and Infrastructure Republic Housing Agency**
PROJECT NAME:	**The program of building social housing units**
IMPLEMENTING PARTNERS:	Local self-governments: Kraljevo, Kikinda, Pancevo, Nis, Cacak, Zrenjanin, and Stara Pazova
STRATEGIC/ LEGAL BASIS:	Law on Social Housing National Social Housing Strategy
PROJECT IMPORTANCE:	The program is addressing the housing needs of the population with low incomes whose housing needs cannot be resolved without the support of the state. In a broader sense, this program further develops the policy of rental of housing units.
PROJECT STATUS:	The program consists of projects for the construction of apartments in several local self-governments and it is implemented as following: 1. Zrenjanin: 10 apartments with the total measure of 418.50 sqm have been built and exploitation permits have been issued; 2. Pancevo: apartments with the total measure of 360 sqm have been built (RS was obliged to build at least 228 sqm) and exploitation permits have been issued; 3. Cacak: apartments with the total measure of 1,664 sqm have been built (RS was obliged to build at least 832 sqm) and exploitation permits have been issued; 4. Nis: works on construction of apartments with the total measure of 4,088.45 sqm are in progress (RS was obliged to build at least 1,635 sqm); 5. Kraljevo: apartments with the total measure of 334 sqm have been built (RS was obliged to build at least 260 sqm) and exploitation permits have been issued; 6. Kikinda: works on construction of apartments of various sizes with the total measure of 1,073 sqm (RS was obliged to build at least 265 sqm) are in progress. **Phase II:** Funds have been allocated for City Housing Agency of Kragujevac, but they have not been used. Furthermore, by a decision of the Government, funds have been allocated for the construction and reconstruction of social housing units to resolve the housing needs of the population with low incomes who cannot resolve their housing situation without support from the state. Funds have been allocated to the following units of local self-government: Kikinda, Stara Pazova and Pancevo.
INVESTMENT VALUE:	Construction works within the first phase have been contracted in the total amount of 359,272,305.5 dinars, out of which sum 161,000,000.00 dinars are funded from the budget of the Republic of Serbia, while the remaining amount of 198,272,305.5 dinars is funded from the budgets of local self-governments. Construction works within the second phase have been planned in total amount of 139,000,000.00 dinars, out of which sum 38,960,000.00 dinars will be funded from the budget of the Republic of Serbia, while the remaining amount of 100,040,000.00 dinars will be funded the budget of local self-governments.
PROJECT START DATE:	December 2012
PROJECT END DATE:	December 2016
SOURCE OF FUNDING:	The budget of the Republic of Serbia and budgets of local self-governments
PROJECT	This Program of social housing has determined the priorities, criteria and

DESCRIPTION:	conditions for the construction or reconstruction of apartments in state ownership for the purpose of tenancy for resolving housing issues of socially vulnerable population and in accordance with the recognized needs of the population for an urgent resolution of their housing issues. In the first phase of the Program, construction has been completed in Cacak, Pancevo, Zrenjanin and Kraljevo. Works are still in progress in Kikinda and Nis. Different building contractors have been selected for each municipality/ city which participated in the first phase of the Program. The fact that the contract has been signed to build 135 housing units per "turnkey" system, in the total value of 359,272,305.50 dinars with the achieved savings in the amount of 130,286,113.30 dinars, or 26.6% compared to the estimated value of construction works, speaks in favour of transparent, professional and diligent implementation of public procurement procedure. In the forthcoming period, the implementation and completion of the procedures for election of tenants is expected, via public contest, on the criteria established by the Decision on conditions and criteria for determining the order of priority for selecting tenants of apartments built within the Program of building social housing units (*Official Gazette of RS*, No 140/14) and related Decisions adopted by the cities/ municipalities of program participants. **In the phase II**, funds for the implementation of this Programme will be used for the originally planned purposes, which are the construction or reconstruction of apartments intended for social housing. In addition to fulfilling the clearly defined conditions, a priority in selection will be given to local self-governments/ non-profit housing organizations which had not participated in the first phase of the Program and which are willing to participate in financing of the equal or higher percentages of the amount allocated by the Republic of Serbia. In accordance with this Program, the following amounts will be financed within the Project of construction or reconstruction of social flats: **1. Kikinda**: the location 5, Trg srpskih dobrovoljaca Square, cadastral lot No 6280/3 CM Kikinda, the estimated value of which is 50,000,000.00 dinars, will be financed through RHA funds in the amount of 15,000,000.00 dinars and by funds of Municipal Housing Agency of Kikinda in the amount of 35,000,000.00 dinars. Public enterprise Municipal Housing Agency of Kikinda is obliged to build a minimum of 246 sqm of usable living space at the mentioned location, from the RHA funds. The measure of the apartments has been defined at 780 sqm for eight housing units and two commercial spaces of 322 sqm od measure by the Letter of interest for the participation in the construction of social housing units. **2. Stara Pazova**, the location Fruskogorska street bb, cadastral lot No 3104/2, CM Stara Pazova, the estimated value of which is 50,000,000.00 dinars, will be financed through funds RHA in the amount of 15,000,000.00 dinars, and by funds of public enterprise Municipal Housing Agency of Stara Pazova in the amount of 35,000,000,00 dinars. Public enterprise Municipal Housing Agency of Stara Pazova is obliged to build a minimum of 246 sqm of usable living space at the mentioned location, from the RHA funds. The total projected useful living space is 705 sqm. **3. Pancevo**, location Cumiceva Street, cadastral lot No 2471/3, CM Pancevo, the estimated value of which is 39,000,000.00 dinars, will be financed through RHA funds in the amount of 8,960,000.00 dinars and by the funds of public enterprise City Housing Agency of Pancevo in the amount of 30,040,000.00 dinars. Public enterprise City Housing Agency of Pancevo is obliged to build a minimum of 147 sqm of usable living space at the mentioned location, from the RHA funds. The total projected useful living space is 757 sqm.

RESPONSIBLE PARTY:	**The Ministry of Construction, Transport and Infrastructure** **Republic Housing Agency**
PROJECT NAME:	**Building capacities for sustainable housing and urban development**
IMPLEMENTING PARTNERS:	The United Nations Economic Commission for Europe (UNECE) The United Nations Human Settlements Program (UN-Habitat)
STRATEGIC/ LEGAL BASIS:	National Social Housing Strategy The Geneva Declaration on Sustainable Housing for the ECE region Habitat Agenda
PROJECT IMPORTANCE:	By the means of implementation of the project, a dialogue between all stakeholders in the preparation of strategic documents for urban development and housing sector will be opened with the aim of attaining greater sustainability in terms of: achieving higher standards in regards to the environmental protection of cities, reduction of negative impact of the housing sector, especially in terms of increasing energy efficiency, improvement of housing markets and land management, availability of better pricing of housing units, improvement of physical accessibility of housing units, and improvements in the areas of a number of other standards which primarily improve the quality of people's lives.
PROJECT STATUS:	The implementation of the project is in progress. The first seminar was held in November 2014 and preparations for the second seminar from 9-10 November 2015 are under way.
INVESTMENT VALUE:	Estimation of value of a part of the project that is being implemented amounts to 25- 30 thousand dollars.
PROJECT START DATE:	November 2014
PROJECT END DATE:	2017
SOURCE OF FUNDING:	The United Nations Development Account (UNDA, the United Nations Development Account)
PROJECT DESCRIPTION:	The project includes organization of three seminars in the 2014- 2016 period and preparation of an action plan for activities in the period between the seminars, as well as their review and updates in line with the MCTI's priorities. The second seminar will be held in November 2015 and it will include the organization of the National Urban dialogue, which should result in a platform for the development of the national report for the "Habitat II" conference, as well as setting a starting point for drafting the National Urban Development Strategy.

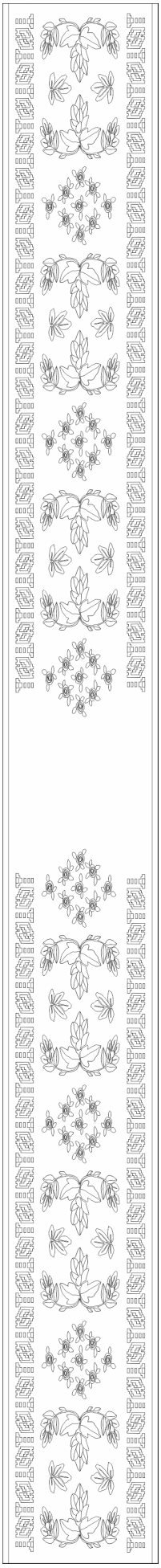
RESPONSIBLE PARTY :	**The Ministry of Construction, Transport and Infrastructure**
PROJECT NAME:	**Water supply – North and South Serbia** **13 cities (sized between 50,000 and 150,000 inhabitants) in Serbia**
INVESTOR:	Public utility company for water supply (PUC)
CONTRACTOR:	Various Serbian companies
SUPERVISION:	PUCs
PROJECTOR:	Various Serbian engineering companies
STRATEGIC/ LEGAL BASIS:	Financing agreements between Republic of Serbia and KFW Serbian national legislation
PROJECT IMPORTANCE:	• Improvements in water sector strategy and significant investments in a modern integrated SWM system become even more important with regards to Serbia's aspiration to fulfil EU standards in the framework of EU accession negotiations
PROJECT STATUS	• Identification of engineering and economical projects completed. FIS completed. Project designs completed. Tenders for construction are under way.
INVESTMENT VALUE	EUR 65,000,000 for designs and constructions
PROJECT START DATE	2012
PROJECT END DATE	2016
FUNDING	FR Germany, KFW and the Republic of Serbia
PROJECT DESCRIPTION:	• Identification of independent engineering and economical projects, FIS and designs have been completed for 13 cities: Loznica, Sombor, Smederevo, Kraljevo, Vrsac, Pancevo, Sabac, Aleksinac, Jagodina, Leskovac, Pirot, Vranje, and Trstenik. • The project consists of preparation of the FISs and project documentation and preparation of the following: water networks, replacement of old network, treatment of drinking water, reservoirs, pump stations etc., tariff system, increase of cost collection efficiency, institutional model for the future organisation and operation. • There are ongoing tenders for construction.

RESPONSIBLE PARTY :	**The Ministry of Construction, Transport and Infrastructure**
PROJECT NAME:	**Waste water (WW) collection and WW treatment plants for Krusevac and Vranje**
INVESTOR:	Public utility company for water supply (PUC) of Krusevac and Vranje
CONTRACTOR:	Various Serbian companies for collectors and international companies with Serbian subcontractors for treatment plants
SUPERVISION:	PUCs
PROJECTOR:	Various Serbian engineering companies
STRATEGIC/ LEGAL BASIS:	Financing agreements between the Republic of Serbia and KFW Serbian national legislation
PROJECT IMPORTANCE:	Improvements in waste water sector strategy and significant investments in a modern integrated SWM system become even more important with regards to Serbia's aspiration to fulfil EU standards in the framework of EU accession negotiations
PROJECT STATUS	Identification of engineering and economical projects completed. FIS completed. Project designs completed. Tenders for construction are under way.
INVESTMENT VALUE	EUR 46,000,000 for designs and constructions
PROJECT START DATE	2013
PROJECT END DATE	2017
FUNDING	FR Germany, KFW and the Republic of Serbia
PROJECT DESCRIPTION:	- Identification of independent engineering and economical projects, FIS and project designs have been completed for the cities of Krusevac and Vranje. - The project consists of the preparation of the FISs and project documentation and preparation of the following: waste water networks, waste water collectors, construction of new and reconstruction of old waste water treatment plants, tariff system, increase of cost collection efficiency, institutional model for the future organization and operation. - The Yellow book tenders for design and construction of treatment plants and Red book tenders for collectors and waste water networks are under way.

RESPONSIBLE PARTY :	**The Ministry of Construction, Transport and Infrastructure**
PROJECT NAME:	**Water supply – Central Serbia** **eight (8) towns (sized between 50,000 and 150,000 inhabitants) in Serbia**
INVESTOR:	Public utility company for water supply (PUC)
CONTRACTOR:	Various Serbian companies
SUPERVISION:	PUCs
PROJECTOR:	Various Serbian engineering companies
STRATEGIC/ LEGAL BASIS:	Serbian national legislation
PROJECT IMPORTANCE:	Improvements in the water sector strategy and significant investments in a modern integrated SWM system become even more important with regards to Serbia's aspiration to fulfil EU standards in the framework of EU accession negotiations
PROJECT STATUS	Identification of engineering and economical projects and Feasibility studies completed. The next step is the preparation of project documentation for each of the eight cities
INVESTMENT VALUE	EUR 20,000,000 for designs and constructions
PROJECT START DATE	2016
PROJECT END DATE	2020
FUNDING	FR Germany, KFW and Republic of Serbia
PROJECT DESCRIPTION:	- Identification of independent engineering and economical project and FIS were completed for eight towns. Eight towns have been identified. - The project consists of preparation of the project documentation and preparation of the following: water networks, replacement of old network, treatment of drinking water, reservoirs, pump stations etc. tariff system, increase of cost collection efficiency, institutional model for the future organization and operation.

PLANNED PROJECTS

NEED FOR INVESTORS AND INVESTMENTS



Chaired by the Deputy Prime Minister Gender Equality

RESPONSIBLE PARTY:	**Coordination Body for Gender Equality**
PARTNER:	**Ministry of Public Administration and Local Self-Government; Human Resources Management Service; educational and civic organizations; international organizations**
PROJECT NAME:	***Training on human rights, gender equality and anti-discrimination for all male and female representatives of public authorities at the national level***
STRATEGIC/ LEGAL FRAMEWORK:	• The Law on Gender Equality • The National Strategy on Gender Equality for the period from 2016 to 2020
PROJECT IMPORTANCE:	• Increased knowledge of male and female officials in the public authorities on gender based discrimination and achieving gender equality
PROJECT STATUS:	In preparation
INVESTMENT VALUE:	100,000 RSD
PROJECT START DATE:	March, 2016
PROJECT END DATE:	December, 2016
FUNDING SOURCE:	Donations
PROJECT DESCRIPTION:	• The project includes establishment of curriculum training for a period of 16 hours (2 working days) and conducting training for employees in the state administration.

RESPONSIBLE PARTY:	**Coordination Body for Gender Equality;** **Ministry of Public Administration and Local Self-Government**
PARTNER:	**Human Resources Management Service; educational and civic organizations; international organizations**
PROJECT NAME:	***Inclusion of subject items/ content within the existing exam subject on gender equality, human rights, international conventions, and anti-discrimination in the state qualifying exam***
STRATEGIC/ LEGAL FRAMEWORK:	• Regulation on the program and passing the state qualifying exam • The Law on Gender Equality • The National Strategy on Gender Equality for the period from 2016 to 2020
PROJECT IMPORTANCE:	• Increased awareness of male and female officials in the public authorities on gender based discrimination and measures for achieving gender equality
PROJECT STATUS:	In preparation
INVESTMENT VALUE:	150,000 RSD
PROJECT START DATE:	March, 2016
PROJECT END DATE:	September, 2016
FUNDING SOURCE:	Donations
PROJECT DESCRIPTION:	• The project includes preparation of the content of subject items and change of the program of state qualifying exam.

RESPONSIBLE PARTY:	**Coordination Body for Gender Equality**
PARTNER:	**Ministry of Internal Affairs, Ministry of Justice, Ministry of Labour, Employment, Veteran and Social Affairs**
PROJECT NAME:	***Drafting and adoption of the plan to combat violence against women and application of the Istanbul Convention in Serbia***
STRATEGIC/ LEGAL FRAMEWORK:	• The Law on Gender Equality • The National Strategy on Gender Equality for the period from 2016 to 2020
PROJECT IMPORTANCE:	• Combating gender-based violence, particularly against women; systematic and comprehensive approach and stronger coordination of institutions and services in the prevention of violence and protection of victims
PROJECT STATUS:	In preparation
INVESTMENT VALUE:	500,000 RSD
PROJECT START DATE:	March , 2016
PROJECT END DATE:	December, 2016
FUNDING SOURCE:	Donations
PROJECT DESCRIPTION:	• The project includes development of a plan to combat violence against women in accordance with the principles of the Istanbul Convention.

RESPONSIBLE PARTY:	**Ministry of Culture and Information**
PARTNER:	**Coordination Body for Gender Equality, competent ministries**
PROJECT NAME:	***Organizing campaigns that promote successful women as role models in various areas and combat gender stereotypes***
STRATEGIC/ LEGAL FRAMEWORK:	• The Law on Gender Equality • The National Strategy on Gender Equality for the period from 2016 to 2020
PROJECT IMPORTANCE:	• Increased visibility of role models and models of successful women and non-stereotypical gender roles. Decreased prevalence of negative gender stereotypes about women and men.
PROJECT STATUS:	In preparation
INVESTMENT VALUE:	3 million RSD
PROJECT START DATE:	2016
PROJECT END DATE:	2018
FUNDING SOURCE:	Donations
PROJECT DESCRIPTION:	• The project includes the organization of campaigns to promote successful women in various fields of economy, science, politics, culture, arts, and sport.

RESPONSIBLE PARTY:	**Coordination Body for Gender Equality**
PARTNERS:	**Ministry of Culture and Information; Regulatory body for electronic media; NGO sector**
PROJECT NAME:	***Reduced sensational media reporting which justifies and normalizes violence against women***
STRATEGIC/LEGAL FRAMEWORK:	• The Law on Gender Equality • The National Strategy on Gender Equality for the period from 2016 to 2020 • The Law on Public Information and Media
PROJECT IMPORTANCE:	• Institutionalized support to the victims of gender-based violence; elimination of violence against women
PROJECT STATUS:	In preparation
INVESTMENT VALUE:	100,000 RSD per training
PROJECT START DATE:	April, 2016
PROJECT END DATE:	October, 2017
FUNDING SOURCE:	Donations
PROJECT DESCRIPTION::	• The project includes the training of male and female editors of electronic and print media and male and female members of RBA Council on violence against women and acceptable media reporting. Also, it includes establishment of continuous cooperation with women's organizations that make a record and monitoring of media content on violence against women and femicide, as well as training of male and female journalists from the agencies on violence against women and acceptable media reporting.

RESPONSIBLE PARTY:	**Coordination Body for Gender Equality**
PARTNERS:	**Ministry of Labour, Employment, Veteran and Social Affairs; Ministry of Culture and Information; citizens' associations**
PROJECT NAME:	***Organized campaign to promote fatherhood and roles of men in parenting***
STRATEGIC/LEGAL FRAMEWORK:	• The National Strategy on Gender Equality for the period from 2016 to 2020 • The Family Law
PROJECT IMPORTANCE:	• Increased equality of women and men in parenting and care economy
PROJECT STATUS:	In preparation
INVESTMENT VALUE:	2 million RSD
PROJECT START DATE:	Beginning of 2016
PROJECT END DATE:	End of 2017
FUNDING SOURCE:	Donations
PROJECT DESCRIPTION:	• The project includes organizing events and obtaining media coverage in order to promote the role of men in parenting.

RESPONSIBLE PARTY:	**The Ministry of Education**
PARTNERS:	**Coordination Body for Gender Equality, Ministry of Labour, Employment, Veteran and Social Affairs, Ministry of Sport and Youth, local governments, women's organizations, Roma women's organizations**
PROJECT NAME:	***Support to young mothers and underage mothers to continue with their education and employment***
STRATEGIC/LEGAL FRAMEWORK:	• The Labour Law • The Law on Education • The National Strategy on Gender Equality for the period from 2016 to 2020
PROJECT IMPORTANCE:	• Support to young mothers and underage mothers to continue with their education and employment
PROJECT STATUS:	In preparation
INVESTMENT VALUE:	70,000 RSD per LGU (local government unit)
PROJECT START DATE:	September, 2016
PROJECT END DATE:	September, 2017
FUNDING SOURCE:	Donations
PROJECT DESCRIPTION::	• The project includes mapping adolescent girls and women under the age of 24 who have given birth to children and come out of the education system.

RESPONSIBLE PARTY:	**Coordination Body for Gender Equality**
PARTNERS:	**Ministry of Labour, Employment, Veteran and Social Affairs; citizens' associations**
PROJECT NAME:	***The establishment of an alimony fund to support single mothers and fathers***
STRATEGIC/LEGAL FRAMEWORK:	• European Convention for the Protection of Human Rights • Strategy of Prevention and Protection against Discrimination
PROJECT IMPORTANCE:	• Promoted economic status of women and men living alone with children. Reduced rate of child poverty.
PROJECT STATUS:	In preparation
INVESTMENT VALUE:	10 million RSD annually
PROJECT START DATE:	2016
PROJECT END DATE:	September, 2017
FUNDING SOURCE:	Donations
PROJECT DESCRIPTION:	• The project includes the establishment of an alimony fund as a support program for single parents.

RESPONSIBLE PARTY:	**Ministry of Economy**
PARTNERS:	**Coordination Body for Gender Equality; Business women associations**
PROJECT NAME:	***Developing a system of gender-sensitive statistics and a record in the Business Registers Agency (BRA) for monitoring the development of women's entrepreneurship and gender analysis of support measures to support entrepreneurship.***
STRATEGIC/LEGAL FRAMEWORK:	• The Law on Registration of Business Entities • The Labour Law • The National Strategy on Gender Equality for the period from 2016 to 2020
PROJECT IMPORTANCE:	• Monitoring and encouraging female entrepreneurship.
PROJECT STATUS:	In preparation
INVESTMENT VALUE:	300,000 RSD
PROJECT START DATE:	March, 2016
PROJECT END DATE:	December, 2016
FUNDING SOURCE:	Donations
PROJECT DESCRIPTION:	• The project includes the development of gender-sensitive database that includes data by sectors, type of business, number of employees, etc.

RESPONSIBLE PARTY:	**Ministry of Economy**
PARTNERS:	**Coordination Body for Gender Equality; Business women associations**
PROJECT NAME:	***Mentoring and training for the access to funding sources for women entrepreneurs***
STRATEGIC/ LEGAL FRAMEWORK:	• The National Strategy on Gender Equality for the period from 2016 to 2020
PROJECT IMPORTANCE:	• Monitoring and encouraging female entrepreneurship.
PROJECT STATUS:	In preparation
INVESTMENT VALUE:	1,500,000 RSD
PROJECT START DATE:	June, 2016
PROJECT END DATE:	June, 2017
FUNDING SOURCE:	Donations
PROJECT DESCRIPTION:	• The project includes the development of program and implementation of training programs for women entrepreneurs.

RESPONSIBLE PARTY:	**Ministry of Agriculture**
PARTNERS:	**Coordination Body for Gender Equality; local governments**
PROJECT NAME:	***The establishment of a database of women in countryside and available resources by gender at the local level.***
STRATEGIC/ LEGAL FRAMEWORK:	• The National Strategy on Gender Equality for the period from 2016 to 2020
PROJECT IMPORTANCE:	• Increased access to resources for agricultural production
PROJECT STATUS:	In preparation
INVESTMENT VALUE:	500,000 RSD
PROJECT START DATE:	March, 2016
PROJECT END DATE:	December, 2017
FUNDING SOURCE:	Donations
PROJECT DESCRIPTION:	• The project includes the establishment of a base of available data on the usage of funds for agricultural production and land by gender.

RESPONSIBLE PARTY:	**Ministry of Health**
PARTNERS:	**Ministry of Labour, Employment, Veteran and Social Affairs; National Health Insurance Fund (NHIF)**
PROJECT NAME:	***Purchase of tables for gynaecological examinations of women with disabilities in 4 regional clinical centres in Serbia***
STRATEGIC/ LEGAL FRAMEWORK:	• The Law on Public Health • The National Strategy on Gender Equality for the period from 2016 to 2020 • National program of Healthcare of Women • Strategy for increase of birth rate
PROJECT IMPORTANCE:	• Improving access to healthcare services for women with disabilities and support motherhood of women with disabilities
PROJECT STATUS:	In preparation
INVESTMENT VALUE:	12 million RSD
PROJECT START DATE:	2016
PROJECT END DATE:	2017
FUNDING SOURCE:	Donations
PROJECT DESCRIPTION:	• Purchase of tables for gynaecological examinations of women with disabilities

RESPONSIBLE PARTY:	**The Government of the Republic of Serbia**
PARTNERS:	**Coordination Body for Gender Equality**
PROJECT NAME:	***Establishing gender equality bodies in all organs of public administration and at all levels, and provision of resources and capacities for their functioning***
STRATEGIC/ LEGAL FRAMEWORK:	• The Law on Gender Equality • The National Strategy on Gender Equality for the period from 2016 to 2020
PROJECT IMPORTANCE:	• Establishment of an operational body for gender equality in executive organs at the national level
PROJECT STATUS:	In preparation
INVESTMENT VALUE:	12 million RSD annually
PROJECT START DATE:	January, 2016
PROJECT END DATE:	January, 2017
FUNDING SOURCE:	Budget of the Republic of Serbia; local governments; donations
PROJECT DESCRIPTION:	• In the Republic of Serbia, according to the Law on Gender Equality, the bodies of local self-government ensure gender equality and equal opportunities within their jurisdiction and they are required to establish a permanent working body for gender equality within existing organizations and act on internal organization. Accordingly, mechanisms for gender equality have been established in over 100 local governments. The coordination body will continue to monitor and support the work of local bodies in order to promote the policy of equal opportunities.

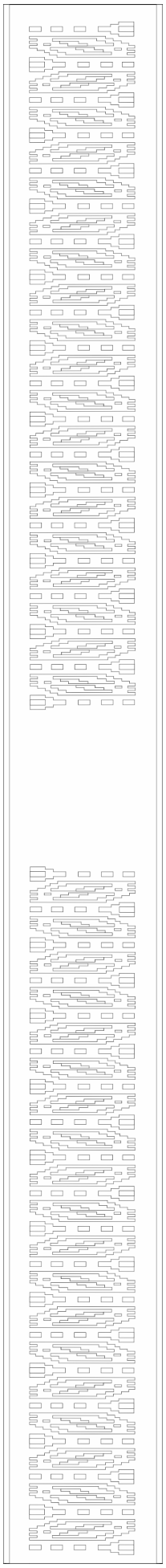
RESPONSIBLE PARTY:	**The Government of the Republic of Serbia**
PARTNERS:	**Coordination Body for Gender Equality**
PROJECT NAME:	***Establishing institutional preconditions for the improvement of gender equality by systematic integration of gender perspective in adoption and implementation of public policy and monitoring its results***
STRATEGIC/ LEGAL FRAMEWORK:	• The Law on Gender Equality • The National Strategy on Gender Equality for the period from 2016 to 2020
PROJECT IMPORTANCE:	• Establishment of an operational body for gender equality in the executive organs at the national level
PROJECT STATUS:	In preparation
INVESTMENT VALUE:	2,250,000.00 RSD
PROJECT START DATE:	2016
PROJECT END DATE:	2017
FUNDING SOURCE:	Donations
PROJECT DESCRIPTION:	• The project includes the analysis of the gender gap, regulations and plans; training of employees in the Republic Secretariat for Public Policies on gender analysis and the introduction of a gender perspective; drafting/ amendment of instructions and methodology with external expert support; training of civil servants employed in selected sectors for the implementation of gender analysis; support to the employees in competent ministries in the implementation of gender analysis and making recommendations; creating a database on gender-sensitive indicators of male and female users of the budget.

Chaired by the Deputy Prime Minister
Social Inclusion and Poverty Reduction Unit

RESPONSIBLE PARTY:	**Government of the Republic of Serbia, Office of the Deputy Prime Minister**
PROJECT NAME:	**Support measures for improving the access of persons with disabilities and reduced mobility to public facilities on the local level**
IMPLEMENTING PARTNERS:	Republic Housing Agency; Delegation of the European Union (EUD) to the Republic of Serbia; Social Inclusion and Poverty Reduction Unit
STRATEGIC/ LEGAL BASIS:	Constitution of the Republic of Serbia, Law on Prevention of Discrimination against Persons with Disabilities
PROJECT IMPORTANCE:	• Persons with disability and reduced mobility, but also other groups of population like pregnant women, elderly people, parents with children in wheelchairs, people affected by injury or illness – feel, on a daily basis, how important it is to have a living environment without barriers in everyday life. Accessible environment is not only a matter of human rights, but also a real need for about 40% of the population in Serbia. • To achieve that, the already built environment, buildings, services, culture and information – in brief, everything designed by people for people's needs – must be accessible for everyone in the society, suitable for use, and appropriate for the development of human diversity. Accessibility means everything which is necessary for every individual in order to live independently and to participate in all aspects of life on an equal basis.
PROJECT STATUS:	In the preparation phase.
INVESTMENT VALUE:	300,000 EUR (IPA 2011, preparation of technical documentation), 3,500,000 EUR (IPA 2016, execution of works)
PROJECT START DATE:	Expected to start in Spring 2016 (preparation of technical documentation)
PROJECT END DATE:	Execution of works expected to end in 2019.
SOURCE OF FUNDING:	IPA 2011, IPA 2015
PROJECT DESCRIPTION:	The project will contribute to the improvement of social inclusion at a local level through ensuring of equal access to public services for all citizens in accordance with the Law on Prevention of Discrimination against Persons with Disabilities. The purpose of this project is to complete the necessary technical documentation necessary for effective adaptation and reconstruction works on public buildings in the selected municipalities with the aim to improve accessibility for persons with disabilities and reduced mobility. Results to be achieved: Result 1. Scope and modalities of priority works to be conducted on public facilities identified and mapped in the most underdeveloped municipalities (III and IV level of development) Measurable indicators will be the following:

	• At least 30 underdeveloped municipalities from III and IV level of development visited • At least 5 public institutions identified in each visited municipality in relation to accessibility (local authority facilities, schools, social work centres, primary healthcare centres and employment offices) • Developed criteria for selection of priority public facilities • Priority public buildings selected on the basis of multi-criteria analysis • Developed work plan encompassing priority works to be conducted in selected public buildings Result 2. Technical documentation prepared for the reconstruction or adaptation of selected public buildings with the aim to improve accessibility for persons with disabilities and reduced mobility in the most underdeveloped municipalities (III and IV level of development) Measurable indicators will be the following: • Technical documentation (preliminary or final project designs) for the reconstruction or adaptation of selected public buildings prepared for at least 90 designs • Technical documentation for the reconstruction or adaptation of selected public buildings approved by the lead beneficiary • Final designs approved through technical revision. Monitoring indicators will be proposed in the Organization and Methodology and will be agreed upon at the time of project commencement.

Road transport, roads and traffic safety



RESPONSIBLE PARTY:	**Ministry of Construction, Traffic and Infrastructure**
PROJECT NAME:	***Corridor XI, E-763 Highway, Belgrade – South Adriatic, Surcin – Obrenovac and Preljina – Pozega***
INVESTOR	**The Republic of Serbia**
DESIGNER	**I.T. CIP – Preliminary design; Contractor – the rest of the project**
STRATEGIC/ LEGAL FRAMEWORK:	• International agreement signed between the Republic of Serbia and PR China
PROJECT IMPORTANCE:	• The project is of strategic importance as it represents a connection between Serbia and Montenegro and is part of the Belgrade – South Adriatic Highway (Corridor XI) • Extension of this corridor toward Romania is planned. • The construction of this traffic road will ensure better traffic connection between Serbia and the Adriatic coast, i.e. Port of Bar. Better security in traffic will be provided and the time of travel will be reduced.
PROJECT STATUS	• The Government of RS decded to consider the implementation of this project through a loan arrangement with the People's Republic of China and to continue the negotiations with the Chinese company "CCCC" (CRBC). • Memorandum of understanding on cooperation on project of construcion of the Highway E-763, section Surcin- Obrenovac and section Preljina-Pozega between Government of the Republic of Serbia And China Communications Construction Company Ltd was on November 26. 2015.
INVESTMENT VALUE	Value based on preliminary design: EUR 495 million
PROJECT START DATE	2016
PROJECT END DATE	2019
FUNDING	• The RS Government has requested a loan from the Republic of China for this project.
PROJECT DESCRIPTION:	• The subject of the project is a part of the E-763 Highway from Surcin to Pozega, as follows: – Section 1: Surcin – Obrenovac c. 17.6km of length; – Section 2: Preljina – Pozega c. 30.96km of length; – Section 3: Obrenovac – Preljina c. 103.14km of length.

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **The Building Directorate of Serbia**
PROJECT NAME:	***Construction of Batrovci border crossing – phase 2***
STRATEGIC/ LEGAL FRAMEWORK:	• Strategy of railway, road, inland waterway, air and intermodal transport development in the Republic of Serbia, 2008 – 2015, "Official Gazette of the Republic of Serbia No 4/2008"
PROJECT IMPORTANCE :	• Finalization of Phase 2 would mean the finalization of the whole complex of the border crossing. The entire existing and planned traffic infrastructure within the complex would be put into operation. • Construction of the customs cargo terminal would automatically render two lanes available for passenger vehicles at the very border crossing and would contribute to the removal of a bottleneck situation.
PROJECT STATUS:	• Planning and technical documentation for the Phase 2 Main Design has been obtained. Taking into consideration that the project documentation was prepared 10 years ago, it is necessary to analyze the current requirements enabling proper functioning of the border crossing and to decide whether a revision is necessary so as to achieve high capacity of the border crossing. Therefore, the project documentation is under revision and will be finished by April 2016. • The Building Directorate of Serbia is appointed, on behalf of the Republic of Serbia, to assume the rights and obligations of the investor for the construction of the Batrovci border crossing. • The construction of the abovementioned border crossing is planned to have two phases. • Phase 1 was finalized in 2004. • The finalization of Phase 2 entails he construction of a new customs cargo terminal with the planned additional traffic facilities, infrastructure facilities, buildings, as well as the construction of the facilities within the customs cargo terminal.
NVESTMENT VALUE:	5,5 million euros
PROJECT START DATE:	• Upon obtaining the financial means, it takes around two months to finalize the tender procedure of hiring the contactor, and around 6 to 12 months for the construction itself. • Start date: May 2016
PROJECT END DATE:	• Upon the set-off of the construction works, it takes around 6 to 12 months to finalize the construction works.
FUNDING:	• To fund Phase 2, possibilities of funding through the available EU funds are to be looked at, or the option of allocating funds from the budget of The Republic of Serbia.
PROJECT DESCRIPTION :	• The total area of building construction facilities that are the subject of the construction of Phase 2 is 6505, 00 m2. • The construction of Phase 2 entails dismantling and demolition works, as well as adaptation works on the facilities constructed in the Phase 1 as a transit solution (~ 685,00 m2) so as to create minimum required technological conditions for the traffic operation and passenger and cargo control at the crossing.

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure Public enterprise "Corridors of Serbia"**
PROJECT NAME:	***Morava Corridor (Pojate - Preljina state IA road)***
STRATEGIC/ LEGAL FRAMEWORK:	• Strategy of railway, road, inland waterway, air and intermodal transport development in the Republic of Serbia, 2008 – 2015, "Official Gazette of the Republic of Serbia No 4/2008" • Regulation on determining a spatial plan for the special purpose area of the E-761 Highway infrastructure corridor, the Pojate – Preljina section ("Official gazette of RS", No 98/13).
PROJECT IMPORTANCE:	• Morava Corridor (highway from Pojate to Preljina) connects the central parts of the Republic of Serbia with the two most important traffic roads – Corridor X and E0763 Highway. • The construction of Morava Corridor will increase the availability of municipality centers, economic zones and tourist destinations. In this area, there are approximately 500,000 citizens, 21,000 small and medium size enterprises and businesses, as well as 10 business zones and one free zone. In this part of Serbia, there are six mountains, 20 monasteries and 10 popular destinations for spa tourism.
PROJECT STATUS:	• Water approval required for the entire route. It is necessary to develop a hydrological study. • Spatial plan for the Krusevac – Adrani section needs to be changed because the section is out of the boundaries of the planned corridor. It is necessary to adopt terms of reference for the drafting of the preliminary design with pre-feasibility study, as well as for the main design with feasibility study. • Preliminary and main design have been completed for the following: Adrani – Mrcajevci, L=18km, designer – Highway Institute;* Mrcajevci – Preljina, L=13km, designer – Highway Institute;* Pojate – Krusevac (Kosevi), L=27.83km, designer – Institute for Transport CIP. * *(to be changed because of the preparation of the hydrological study and change of the spatial plans) • Ministry of construction, transport and infrastructure has rejected the request for the issuance of the location requirements for the Adrani – Mrcajevci, Mrcajevci – Preljina and Pojate – Krusevac (Kosevi) sections because of incomplete documentation (water conditions).
INVESTMENT VALUE:	• Estimated investment value of the construction is approx. 567,000,000 EUR
PROJECT START	2011
PROJECT END DATE:	-
FUNDING:	There is no defined financing model
PROJECT DESCRIPTION:	• Alignment length approx. 109 km • In accordance with the existing spatial plan for the infrastructure corridor, the Pojate – Preljina route has been divided in five sections: Pojate – Krusevac Krusevac – Trstenik Trstenik area Trstenik – Adrani Adrani – Preljina

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **PE "Roads of Serbia"**
PROJECT NAME:	***Completion of Belgrade ring road (Sectors B4, B5, B6)***
STRATEGIC/ LEGAL FRAMEWORK:	• Spatial Plan of the Republic of Serbia • General plan of the City of Belgrade
PROJECT IMPORTANCE:	• Belgrade is located on road and railway Corridor X and water Corridor VII. It has issues with transit transport, especially cargo transport, particularly the transport of dangerous chemicals and environmentally harmful products. • Regarding transit road traffic, establishing a highway ring around Belgrade is underway, and it should connect the highways to Subotica, Zagreb, South Adriatic, Nis and Vrsac. • Belgrade particularly has issues with road transit passenger and cargo transport which makes the city streets overcrowded. • Due to these problems, the Spatial Plan of the Republic of Serbia by 2020, the General Plan of the City of Belgrade by 2021 provide justification for the completion of the Belgrade ring road (Section B4, B5, B6) which constitutes a part of Corridor X.
PROJECT STATUS:	• The entire documentation for sections 4 and 6 has been prepared by the Highway Institute. On section 5, there are missing project for construction permit and project for construction (main design) for bridges 13, 14 and 15. • On the sections 4 and 5 the first phase was finalized (construction of the right side of the highway and earthworks on the left side) and on the section 6 the future designer must design a full-profile highway. • It is necessary to carry out land acquisition for the section 6. Land acquisition for sections 4 and 5 was finished. • Negotiation for the completion of the project has started with Azerbaijani company Azvirt.
INVESTMENT VALUE:	• Total construction value is around 195 million euros - 25 million euros for the section 4 - 35 million euros for the section 5 - 135 million euros for the section 6
PROJECT START DATE:	2016
PROJECT END DATE:	2019
FUNDING:	Not defined yet
PROJECT DESCRIPTION:	• The Belgrade ring road consists of 3 sectors. Sector A from Batajnica interchange to Dobanovci interchange which has been completely constructed. The Sector B from Dobanovci to Bubanj Potok interchange with missing parts of sections 4, 5 and 6 and Sector C from Bubanj Potok interchange to Pancevo wich is in the phase of preparing technical documentation. The total length of the missing parts on the sector B is around 23 km. • The main works on sector 4 include driving left tube for tunnels Lipak and Zeleznik nad construction bridges 9, 10 and11. • The main works for section 5 include driving left tube for tunnel Strazevica and constructing bridges 13, 14 and 15. • The main works on the section 6 include digging the Beli Potok tunnel and Avala and Bubanj Potok interchanges.

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **PE "Roads of Serbia"**
PROJECT NAME:	***North part of the Highway ring road around Belgrade (E-75-DP connection of Ib order number 13-DP IIa order number 131 and 13-DP Ib order number 10, or Pancevo North interchange)***
STRATEGIC/ LEGAL FRAMEWORK:	• Spatial Plan of the republic of Serbia
PROJECT IMPORTANCE:	• Belgrade, as a major European city, located on road and railway Corridor X and water Corridor VII, has issues with transit transport, especially cargo transport, particularly with the transport of dangerous chemicals and environmentally harmful products. • Regarding transit road traffic, establishing a highway ring around Belgrade is underway, and it should connect the highways to Subotica, Zagreb, South Adriatic, Nis and Vrsac. • Belgrade particularly has problems with road traffic in Banat direction via road – railway Pancevpo Bridge on the Danube. The road transit passengers and cargo traffic is conducted via overcrowded city streets. • Due to these problems, Spatial Plan of the Republic of Serbia until 2020, the General plan of the City of Belgrade by 2021, and Spatial Plan of the City of Pancevo by 2020 envisage the completion of the Belgrade ring road (Sectors A, B5, B6) which constitutes a part of Corridor X, as well as the construction of Sector C, or traffic railway-road corridor Beli Potok/ Bubanj Potok – Vinca – Pancevo with a new bridge on the Danube near Vinca. Spatial Plan of the Republic of Serbia provisions for reserving the corridor for the northern part of the Belgrade highway ring road. • The construction of the North ring road would complete the highway ring road around Belgrade, which joins the gravitating highway directions, or state roads of IA order and state roads of IB order. • The aim is to direct transit road traffic on Belgrade – Pancevo – Vrsac/ Zrenjanin direction outside the Belgrade and Pancevo inner city areas via round traffic road.
PROJECT STATUS	• There is no project documentation at the moment. • It is necessary to produce a preliminary Investment study with a general design, Spatial Plan of the infrastructure corridor, Preliminary Design with Investment study, Environmental Impact Assessment Study and Main project.
INVESTMENT VALUE	Unknown
PROJECT START DATE	-
PROJECT END DATE	-
FUNDING	-
PROJECT DESCRIPTION:	• Highway directions gravitating toward Belgrade are: - E-70 Highway: State border with Croatia - "Dobanovci" interchange (crossing with highway ring) and "Pancevo" – Vrsac – state border with Romania (Vatin) – (Timisoara) interchange - E-75 Highway: Horgos – Novi Sad – "Novi Banovci" interchange (crossing with highway ring) and "Bubanj potok" interchange – Nis – state border with Macedonia (Presevo). – Highway E-763: Belgrade – South Adriatic: "Surcin" interchange – Obrenovac – Cacak – Pozega – Ivanjica – state border with Montegro (Boljari). – Highway Belgrade ("Jabuka" interchange on highway ring) – Zrenjanin – state border with Romania (Timisoara). • The North ring road around Belgrade, as a future highway ring, represents continuation of Bubanj Potok – Vinca – Pancevo ring road and would spread next to Jabuka – Padinska Skela settlements and would join E-75 Highway Horgos – Novi Sad – Batajnica (Belgrade) over the Danube near Novi Banovci. • The length of the North ring road would be c. 37 km and would be designed for the estimated speed on 120km/h. • Transverse profile of the highway would be 28.49, wide, with three traffic lanes per direction with median.

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure**
PROJECT NAME:	***Corridor XI, E-763 Highway, Belgrade – South Adriatic, Pozega – Boljare section***
STRATEGIC/ LEGAL FRAMEWORK:	• Memorandum on collaboration between G.I.D.C. joint venture and the Ministry of Construction and Urban Engineering, signed on 7 August 2013
PROJECT IMPORTANCE:	• The project is of strategic importance as it represents connection between Serbia and Montenegro and is a part of Belgrade – South Adriatic Highway (Corridor XI). The extension of this corridor toward Romania is planned. • The construction of this traffic road will allow for better traffic connection from Serbia to the Adriatic coast, e.g. Bar port, as well as enhanced traffic safetyand the time of travel will be reduced.
PROJECT STATUS	• So far, the preliminary Investment study with a general design has been produced. The Government of RS should adopt the decision on the drafting of a Spatial Plan for the infrastructure corridor for this section. The commencement of the drafting of the plan documentation is expected.
INVESTMENT VALUE	• EUR 1,830,900,000 (estimated value).
PROJECT START DATE	-
PROJECT END DATE	-
FUNDING	• Drafting of the Spatial Plan of the infrastructural corridor is financed by the joint venture. • There is no defined financing model (concession, loan) for the continuation of the project impelementation.
PROJECT DESCRIPTION:	• The section length is 107 km. • "G.I.D.C." ltd joint venture was established by signing the Memorandum on cooperation between the Republic of Serbia and Global Capital Advisors management, a company registered in the United Arab Emirates. • The memorandum plans for "G.I.D.C." ltd joint venture to finance the drafting of the plan and the technical documentation for this section of the Highway. Activities of the G.I.D.C. joint venture regarding the selection of the plan processor are expected.

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **PE Roads of Serbia**
PROJECT NAME:	***Construction of Nis – Merdare (– Pristina) highway***
STRATEGIC/ LEGAL FRAMEWORK:	• Spatial Plan of the Republic of Serbia
PROJECT IMPORTANCE:	• The highway forms part of a wider axis (SEETO Route 7) that links Bulgaria with Adriatic Sea via Serbia, Kosovo and Metohija enabling access to Albanian ports. • Route 7 is one of the main east-west road corridors through Serbia and as such, it connects not only Nis and Pristina, but also represents the main connection with Corridor IV (which mainly passes through Bulgaria and Romania) and Corridor X with Route 6 (Skopje-Pristina) and Route 2b (Sarajevo-Podgorica-Vlora). This highway section of E-80 belongs to Trans-European Motorway network (TEM) and is also a part of TEN-T Corridor X (branch Xc). • As a high priority project in view of the Berlin Process, it was discussed and reconfirmed in the meeting of WB6 Prime Ministers in Vienna (27 August 2015). • The construction of a new highway between Nis and Pristina through the administrative crossing point Merdare is expected to significantly reduce travel times, increase level of service and road safety and
PROJECT STATUS:	• General Design and Pre-Feasibility Study for Nis-Merdare highway construction were approved by the State Revision Committee in August 2015. The Project (WB10-SER-TRA-02) was financed within WBIF. • Preliminary Design and Feasibility Study with Cost-Benefit Analysis and Environmental Impact Assessment Study was approved by WBIF. Terms of Reference for the project have been drafted and are in the process of finalization.
INVESTMENT VALUE:	The chosen alignment (stated below) has a length of 77 km and total investment cost of 855 mil. EUR, of which 511,5 mil. EUR (60%) for stage 1.
PROJECT START DATE:	• Upon completion of Main Design/Design for construction permit issuance.
PROJECT END DATE:	/
FUNDING:	• European Union, Western Balkans Investment Framework (WBIF)
PROJECT DESCRIPTION:	General Design and Pre-feasibility study for construction of the highway E-80 (SEETO Route 7) in Serbia has chosen the best option in accordance with Multi Criteria Analysis, out of 18 analyzed ones, the following route: Nis-Prokuplje Merošina- Pločnik- Kuršumlija-Merdare. The selected option has the highest internal rate of return. Section from Merdare to Pristina is 22 km long.

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure**
PROJECT NAME:	***Construction (upgrade) of the Belgrade - Cetna - Zrenjanin state highway class IB, number 13,***
STRATEGIC/ LEGAL FRAMEWORK:	• Spatial Plan for the Republic of Serbia
PROJECT IMPORTANCE:	• Better regional connection of Belgrade with The Central Banat District • Economic development of the neighboring municipalities is enhanced, enhancing the overall quality of life
PROJECT STATUS:	• Preparation of the preliminary design finalized • A dynamic strategy for the implementation of this project has been suggested
INVESTMENT VALUE:	• Estimated value of the construction of the facility is around 110 million euros - Estimated value of preparation of technical documentation 3.5 million euros - Documentation without the main design 3.1 million euros
PROJECT START DATE:	2017
PROJECT END DATE:	2018
FUNDING:	• There is no defined financing model (concession, loan) for the continuation of the project implementation.
PROJECT DESCRIPTION:	The Project entails upgrade of the second lane on a section of the state highway class 1B, number 13, between Zrenjanin and Belgrade residential area Borca, the future location of the intersection with the North Tangent of the ring road around Belgrade. Upgrade includes 56.5 km of road divided into 7 sections, and the construction of two new interchanges has been planned: Centa and Ecka.

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure**
PROJECT NAME:	***Highway Belgrade - Vrsac - Romanian border***
STRATEGIC/ LEGAL FRAMEWORK:	• National priorities for international aid for the period 2014-2017 with projections up to 2020. • Spatial Plan for the Republic of Serbia until 2020 • Strategy of railway, road, inland waterway, air and intermodal transport development in the Republic of Serbia, 2008 - 2015. • General Master plan for transport of the Republic of Serbia 2009-2027 (GMPT)
PROJECT IMPORTANCE :	• Project is of great strategic importance since it represents the connection between Serbia and Romania and is planned as the extension of the highway Belgrade - South Adriatic (Corridor 11) • Construction of this road will mean better connections through Eastern Europe, e.g. the European Union
PROJECT STATUS:	• No documentation available for the project. Preparation of a complex technical documentation needed.
INVESTMENT VALUE:	Preliminary estimated value of the investment is EUR 270 mil. Estimate is that the construction cost will be low since terrain is easy (flat terrain) with no larger objects (tunnels or bridges) and just few interchanges. The exact value of the necessary assets will be known upon the completion of project documentation.
PROJECT START DATE:	-
PROJECT END DATE:	-
FUNDING:	-
PROJECT DESCRIPTION :	• The section is around 91km long. • The aim of this project is the construction of the highway from the end of the ring road around Belgrade to Vrsac and Romanian border.

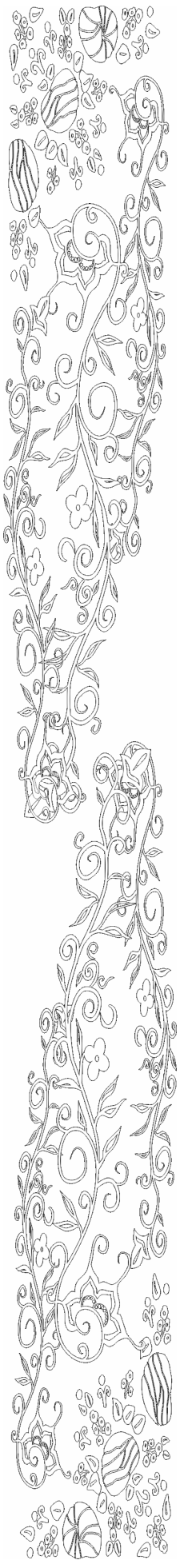
RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure**
PROJECT NAME:	***Highway E-761, section: Pozega - Uzice - The Republic of Srpska (Bosnia and Herzegovina border)***
STRATEGIC/ LEGAL FRAMEWORK:	• Spatial Plan for the Republic of Serbia
PROJECT IMPORTANCE :	• The project is of great strategic value. This project would enable the connection between the central parts of the Republic of Serbia in the east – west direction and the two most important routes of the country that belong to the European network of roads: Highways E-75 and E-63, Belgrade - South Adriatic. • The road connection in our country starts from the Bulgarian border, and continues via Zajecar, Paracin, Pojate, Krusevac, Trstenik, Kraljevo, Cacak, Pozega, Uzice to the Republic of Srpska border.
PROJECT STATUS:	• Preliminary investment study and main design have been finalized and adopted by the State Revision Committee.
INVESTMENT VALUE:	• Estimated value 850 million euros
PROJECT START DATE:	-
PROJECT END DATE:	-
FUNDING:	-
PROJECT DESCRIPTION :	• Total length of the section is around 60km • Main design of the highway E-761, section Pozega - Uzice - Republic of Srpska border included two possible solutions.

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **Road Traffic Safety Agency of the Republic of Serbia**
PROJECT NAME:	**Integral information system for road management**
STRATEGIC/ LEGAL FRAMEWORK:	• Law on roads traffic safety • Law on public roads of the Republic of Serbia
PROJECT IMPORTANCE:	• The project is of national importance. • The Implementation of the project will enable quality road management. • Comprehensive data about road network will be unified in the same traffic data base. • Terminology and logical consistency of road data will be enabled. • The system enables setting up a unique video surveillance system program solution for processing data on the start and the end of each section, road length, and for processing and storing data on traffic signalization integrated with the traffic database program solution. • The program provides for the existence of numerous subsystems, all of which, amongst other things, enable registering of regular activities on road maintenance, quality and timely control of the executed works, notifications about road passability, monitoring salt expenditure, data about irregular traffic, traffic volume. • One of the subsystems deals with the road safety database, within which there are data about traffic accidents, speed characteristics of the traffic, as well as counting traffic flow.
PROJECT STATUS	-
INVESTMENT VALUE	EUR 5,000,000.00
PROJECT START DATE	-
PROJECT END DATE	-
FUNDING	Not defined
PROJECT DESCRIPTION:	-

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **Ministry of Interior**
PROJECT NAME:	***Setting up the telecommunication infrastructure and the equipment for traffic management and traffic safety control on the finalized sections of Corridor X as***
STRATEGIC/ LEGAL FRAMEWORK:	• Cooperation agreement between Ministry of Construction, Transport and Infrastructure, Public enterprise "Roads of Serbia" and Ministry of Interior, defining the rights and obligations with a view to obtaining efficient traffic management and traffic improvement on the state highways.
PROJECT IMPORTANCE :	• National, strategic project
PROJECT STATUS:	• Finalized main project for the set up of the telecommunication infrastructure on the section Belgrade - Nis of Corridor X. Obtaining of funds and the implementation of the project expected. • Finalized project assignment for the integrated traffic management and traffic safety control on the section Belgrade - Nis (tender inquiry for the system design has been floated by PE "Roads of Serbia")
INVESTMENT VALUE:	• Estimated 300 million dinars for the main project of the telecommunication infrastructure installation
PROJECT START DATE:	• Dependent on the available resources
PROJECT END DATE:	-
FUNDING:	• Unallocated funds from committed credit facilities • Budget of PE "Roads of Serbia"
PROJECT DESCRIPTION:	• The installation of telecommunication infrastructure along the finalized sections of Corridor X enables data transfer of the data collected from the external equipment necessary for traffic safety management and control (VMS, RWIS, video surveillance etc), as well as mutual connection of the operation/control centers with the view to managing and controlling traffic safety.

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **Road Traffic Safety Agency of The Republic of Serbia** **Ministry of Interior** **PE "Roads of Serbia"**
PROJECT NAME:	***Project of creating a Unique Road Safety Database***
STRATEGIC/ LEGAL FRAMEWORK:	• The Law on Road Traffic Safety ("Official Gazette of RS"No 41/09, 53/10 and 101/11)
PROJECT IMPORTANCE :	• National, strategic project
PROJECT STATUS:	• The preparation of the public procurement documentation for programming and purchasing of the equipment necessary for the creation of the Unique Road Safety Database is underway, and it is conducted according to the World Bank's procedure. Opening of the public procurement is led by the "Koridori Srbije Ltd.". At the moment, the public procurement documentation is sent to the World Bank, and after receiving a positive feedback, a public procurement process can start.
INVESTMENT VALUE:	500,000 euro for purchasing of the equipment (funds provided by the World Bank)
PROJECT START DATE:	December 2015
PROJECT END DATE:	June 2016
FUNDING:	Credit of the World Bank – Project of Construction of Corridor X
PROJECT DESCRIPTION :	• The Unique Road Safety Database will be held in the Road Traffic Safety Agency, which is responsible for analysis, monitoring and improving the system of road safety, i.e. development and use of the Unique Road Safety Database • The project task of the Unique Road Safety Database describes the system of establishing a unique database which means connecting the existing databases, exchange of data, analyses based on available data in accordance with the recommendations of the European Commission

Railways and intermodal transport



RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure**
PROJECT NAME:	***Construction of intermodal terminals and logistics centers on the territory of the Republic of Serbia***
STRATEGIC/ LEGAL FRAMEWORK:	• General Master Plan for Transport • Law on the Spatial Plan of the Republic of Serbia 2010 – 2020
PROJECT IMPORTANCE:	• Intermodal transport has been recognized and defined as one of the factors that may contribute to an accelerated economic growth of the Republic of Serbia and to Serbia's faster association and accession to the European Union. • By introducing intermodal transport, products and goods will reach Serbian buyers faster, in a better way and at a lower cost, as is the case in the developed countries. • The project objectives are to reduce unemployment rates and attract investments in the wider region of Pirot and Southeast Serbia. • The specific objectives include: – Greater availability of land to be used for development of industry and logistics – Distribution and supply chain development for the existing and future industries within the economic zone – Reduction of environmental pollution through multimodal transport • The target groups include: – the unemployed from the inner parts of the country – municipalities within the region – local and regional companies • potential investors
PROJECT STATUS:	• Project proposals
INVESTMENT VALUE:	• In total: ≈ 53 million euros • ≈ 40 million euros - Construction of a logistics center with an intermodal terminal in Vrsac • ≈ 13 million euros - Construction of a logistics center in Pirot.
PROJECT START DATE:	• Starting date depends on the financial resources
PROJECT END DATE:	-
FUNDING:	• Public private partnerships, concessions
PROJECT DESCRIPTION:	• The Project consists of: 1. Construction of a logistics center with an intermodal terminal in Vrsac 2. Logistics center in Pirot (feasibility study completed).

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **Belgrade Land Development Public Agency**
PROJECT NAME:	***Construction of Belgrade Intermodal Terminal***
STRATEGIC/ LEGAL FRAMEWORK:	1. Strategy of railway, road, inland waterway, air and intermodal transport development in the Republic of Serbia, 2008 – 2015, "Official Gazette of RS", No. 4/2008 2. Protocol on cooperation for the construction of an intermodal terminal with a logistics centre, signed between the Republic of Serbia - Ministry of Construction, Transport and Infrastructure, City of Belgrade and Belgrade Land Development Public Agency
PROJECT IMPORTANCE:	• Attracting future investors and job openings • By introducing intermodal transport, products and goods will reach Serbian buyers faster, in a better way and at a lower cost, as is the case in the developed countries. • Reduction of high logistics costs, which are included in the product price in Serbia • Intermodal terminals will contribute to a rapid economic growth of Serbia and to faster accession to the European Union. Environmental, spatial and power effectiveness of this mode of transport should be particularly highlighted.
PROJECT STATUS:	• Preliminary design, feasibility study, investment study, environmental impact assessment, cost and benefit analysis and tender documentation for works and equipment have been finalized. • A call for tenders is expected in the first quarter of 2016.
INVESTMENT VALUE:	20.75 million euros (including 4 million euros for expropriation)
PROJECT START DATE:	September 2016
PROJECT END DATE:	April 2018
FUNDING:	• The funds necessary for the implementation of the project are planned to be obtained from: EU/IPA 2015, the Budgets of the Republic of Serbia and the City of Belgrade. • In accordance with the signed protocol, the City of Belgrade is to provide the funds necessary for land expropriation, in the amount of 4 million euros.
PROJECT DESCRIPTION:	• The future intermodal terminal will have a direct connection with Corridor X, e.g. it will be connected to the railway station in Batajnica via the service road for Batajnica junction (the construction of which is being completed) • The surface area of the intermodal terminal with access roads will be 13 hectares. • Based on the preliminary design, the intermodal terminal will have 3 rail tracks, each 650 m long (2 for container loading and unloading and 1 manipulative track with the accompanying facilities)

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **JSC „Serban Railways Infrastructure“**
PROJECT NAME:	***Modernization of the part of the Belgrade - Budapest Railway running through the Republic of Serbia (Hungarian-Serbian Railway Project)***
STRATEGIC/ LEGAL FRAMEWORK:	• Strategy of railway, road, inland waterway, air and intermodal transport development in the Republic of Serbia • General Master Plan of Transport Development in the Republic of Serbia • Agreement on economic and technical cooperation in the field of Infrastructure between the Government of the Republic of Serbia and the Government of the People's Republic of China (with two annexes) • Memorandum of Understanding on Cooperation of the Hungarian-Serbian Railway Project between the NDRC of the PR China, the Hungarian Ministry of Foreign Affairs and Trade and the MoCTI of the Republic of Serbia
PROJECT IMPORTANCE :	• The Spatial Plan of the Republic of Serbia 2010 - 2020 defines long-term railway infrastructure development along Corridor X. In accordance with the needs, ratified European agreements (AGC, AGTC, SEECP) and standards of interoperability (TSI) of the Trans-European Rail network, it has been planned to reconstruct, construct and modernize the existing Serbian railways within Corridor X (E-70 and E-85), by introducing double-track electrified 'high-performance' railways for mixed (passenger and cargo) and combined transport. The design speed for the passenger trains is up to 200 km/h. • As one of the priorities in railway infrastructure development, the Republic of Serbia and JSC “Serbian Railways Infrastructure” are planning to reconstruct, modernize and construct a modern double-track railway E-85, i.e. Belgrade - Novi Sad - Subotica - Hungarian border - (Kelebija) Railway, which is a part of the Corridor Xb, i.e. Belgrade – Budapest Railway; • This railway has a great national and international significance for both passenger and freight transport. In international transport routes, it is the shortest and the most reasonable rail connection from Belgrade and Serbia to Budapest and Vienna, and from there to other parts of Central, Western and Eastern Europe. Moreover, it is the best transit connection with Greece and Middle East. • The existing Belgrade - Stara Pazova - Novi Sad - Subotica - Hungarian border - (Kelebija) Railway, in the total length of 188 km, was built in 1883. It is a single-track railway with a run-down superstructure and substructure, and frequently reduced speeds and slow rides. • The travel time from Belgrade to Budapest by rail, the distance of which is around 350 km, is over 8 hours with the border stop, and the commercial speed is about 43 km/h. The goal is to increase the commercial speed of trains and shorten the time of travel by modernizing the railway system.
PROJECT STATUS:	• The Project is in the preliminary/run-up phase • Trilateral negotiations involving implementation of the project are under way between the People's Republic of China, the Republic of Hungary, and the Republic of Serbia. • The first trilateral meeting was held in Beijing, on 6 June 2014. Agreed Minutes from 8 August defined the preparation of a joint cooperation plan to be the next step. • In December 2014, The Second Summit of the Prime Ministers of China and the Central and Eastern European countries was held in Belgrade, with the aim of proceeding with the activities related to this project. • In the previous period the three sides worked on the project Pre-Feasibility Study. Hungary and Serbia nominated their agencies (MAV-FOMTERV and CIP Institute) for the preparation of the Study for the parts of the Railway in Hungary and the Republic of Serbia, while the Chinese TDSI prepared the unified Pre-Feasibility Study for the Belgrade – Budapest Railway.

	• During the 3rd trilateral WG meeting about the Project, which was held in Budapest in July 2015, the unified Pre-Feasibility Study was adopted. • From 20 to 23 July 2015, the Chinese (TDSI) and the Serbian (CIP) institutes worked on the harmonization of construction costs and on projections of the volume and directions of cargo movement by 2040 provided in the unified Study. • In accordance with the MoM of the 3rd trilateral WG meeting about the Project, a technical trilateral WG was formed of the experts of all three sides. The WG held its first meeting in Belgrade on 24-25 September 2015.
INVESTMENT VALUE:	• The investment value according to the modified unified Study is around 1,132 million EUR, out of which the project value on the territory of Serbia is around 939 million EUR, with a possible correction of ± 20% since this is only a pre-feasibility study projection (The total value of the investment includes around 450 million EUR for the Stara Pazova - Novi Sad section, which is part of the loan agreement with the Russian Federation.)
PROJECT START DATE:	-
PROJECT END DATE:	-
FUNDING:	▪ The Serbian and the Chinese side agreed that the Project will be financed through a loan of the China Export-Import Bank (EXIM Bank). (The Loan agreement is to be negotiated in the upcoming period, depending on the decisions of both sides.)
PROJECT DESCRIPTION :	• The Project entails reconstruction, modernization, and construction of a double-track railway Belgrade - Budapest, for speeds of up to 200km/h. The modernized railway should provide fast, safe and high-capacity railway connection between Belgrade and Budapest, i.e. a high-level passenger and freight transport service, together with the necessary environment protection measures. • The project includes performance of the following works: - Modernization, reconstruction and construction of a track with enhanced alignment elements for 160 km/h speeds and allowed axle load of 225 KN and track distributed load of 80 KN-m (D4 category) - reconstruction and construction of bridges and culverts - reconstruction and construction of tunnels - reconstruction and construction of tracks and station facilities - modernization and reconstruction of signal and safety devices, telecommunications and contact network of signal-safety devices - grade separated interchange of level crossings with the construction of parallel roads and access roads to the railway facilities.

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **JSC "Serbian Railways Infrastructure"**
PROJECT NAME:	***Modernization of the Ruma – Sabac – B&H Border section of the Belgrade - Sarajevo railway (the part of the railway running through the Republic of Serbia)***
STRATEGIC/ LEGAL FRAMEWORK:	• Strategy of railway, road, inland waterway, air and intermodal transport development in the Republic of Serbia, 2008 to 2015 • General Master Plan for Transport Development in the Republic of Serbia • Serbian National Strategy for Accession to the European Union
PROJECT IMPORTANCE:	• The Project has national and strategic significance. • By implementing the Belgrade - Sarajevo project, a direct railway connection between the two regional centers on the Balkans will be achieved, which will create opportunities for faster economic development of both regions. • The project will create conditions for economic and industrial development of the region. • The existing railway infrastructure on the Belgrade - Ruma - Sabac - Zvornik Grad route, within the territory of the Republic of Serbia, has different characteristics on different alignments and sections, i. e. different quality levels with respect to train speeds, load-bearing capacity, the condition of the superstructure and substructure, traction, electromechanical equipment etc. • Taking into consideration the condition of the infrastructure and the level of required services, it is necessary to modernize and improve the existing infrastructure in order to enhance safety, speed and comfortability.
PROJECT STATUS:	• Serbia and Bosnia and Herzegovina should adjust and synchronize the planned activities for the modernization of the railway infrastructure with respect to the technical and technological parameters and the implementation schedule. • It is necessary to form an expert working group with the representatives from the Governments of the Republic of Serbia and Bosnia and Herzegovina that would coordinate all activities and reach decisions related to the project. • It is necessary to form an expert working group with the representatives from the Governments of the Republic of Serbia and Bosnia and Herzegovina so as to analyze and suggest all measures and activities necessary for starting the railway traffic on the Belgrade – Sarajevo route. These should include: – analysis of the current state of the infrastructure – estimates of the expected transport capacity for both passenger and freight transport – necessary works on the infrastructure – estimates of the funds necessary for the preparation of project documentation and performance of works – investment study
INVESTMENT VALUE:	• It will depend on the technical solution. - Variant 1 (investment value 120 million EUR) - Variant 2 (investment value 32 million EUR)
PROJECT START DATE:	-
PROJECT END DATE:	-
FUNDING:	Not defined

PROJECT DESCRIPTION :	• To connect Belgrade and Sarajevo, a part of the Corridor X branch towards Sid may be used, e. g. Belgrade - Ruma - Sabac - Zvornik - Doboj – Sarajevo. • To realize this railway connection on the territory of the Republic of Serbia it is necessary to complete the project for reconstruction of the existing Ruma - Sabac - Zvornik - Donja Borina wye, which could be implemented through two different technical solutions: o *Variant 1 (investment value 120 million EUR):* - Railway reconstruction in the length of 77 km, while keeping the existing alignment elements for traffic operation, at speeds of up to 120 km/h. - reconstruction of the tracks in Sabac, Stitar Petlovaca, Prnjavor Macvanski, Loznica, Koviljaca and Zvornik stations - equipping the railway and the station facilities with appropriate safety and telecommunication systems, along with the railway electrification with a 25kV/50 Hz system. o *Variant 2 (investment value 32 million EUR):* - Rehabilitation of 20 km of railway tracks, maintaining the existing alignment elements, at speeds of up to 100 km/h (for diesel trains). - Rehabilitation of the signal and telecommunication equipment

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **JSC „Serbian Railways Infrastructure“**
PROJECT NAME:	***Modernization of railway lines between the Republic of Serbia and Albania (the section running through the Republic of Serbia)***
STRATEGIC/ LEGAL FRAMEWORK:	• Strategy of railway, road, inland waterway, air and intermodal transport development in the Republic of Serbia, 2008 to 2015 • General Master Plan for Transport Development in the Republic of Serbia • Serbian National Strategy for Accession to the European Union • EU documents - First, Second and Third Railway Packages, International Union of Railways (UIC);
PROJECT IMPORTANCE:	• The Project has national and strategic significance. • The Belgrade - Tirana Railway connects the Republic of Serbia, Montenegro and Albania. This railway is of great regional importance, especially for the development of business relations between Serbia, Montenegro, Albania and Italy. It also represents a direct railway connection to the Adriatic - Ionian Basin and Pan-European traffic Corridors X and VII (Danube), and further on to Eastern and Central European countries, viewed from the strategic position of Belgrade. • The importance of this railway for Europe has been confirmed through AGC and AGTC agreements. The national importance of the railway has been highlighted through the Spatial Plan of the Republic of Serbia 2010-2020.
PROJECT STATUS:	• Run-up activities for the project documentation are under way for the part of the railway running through the Republic of Serbia.
INVESTMENT VALUE:	• 400 million EUR - estimated value of the investment for the part of the railway running through the Republic of Serbia, e.g the Lapovo - Kraljevo - Kosovo Polje - Prizren – Skadar section.
PROJECT START DATE:	-
PROJECT END DATE:	-
FUNDING:	• Unknown source of funding • Railway section Lapovo - Leska 200 million euros
PROJECT DESCRIPTION:	• The goal of the project is to modernize the existing railway infrastructure and build new infrastructure on some parts, as necessary. • The Project entails reconstruction and modernization of Lapovo - Kraljevo – Lesak, and Lesak -Prizren sections, as well as construction of the Prizren – Skadar railway through the White Drin Valley where it would be connected with the existing Podgorica – Tirana Railway. • The railway has suitable technological and exploitation characteristics.

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **JSC „Serbian Railways Infrastructure“**
PROJECT NAME:	***Modernization of* JSC „Serbian Railways Infrastructure“ *integrated telecommunication system,* Phase I**
STRATEGIC/ LEGAL FRAMEWORK:	• Strategy of railway, road, inland waterway, air and intermodal transport development in the Republic of Serbia, 2008 – 2015 • General Design for reconstruction and modernization of telecomunacions systems on the railway network of the Republic of Serbia
PROJECT IMPORTANCE:	• The Railway telecommunications network is technically and technologically outdated - the transmission systems (aerial and copper cables, analog transmission systems) and the general- and specific-purpose netowrk ('step by step' switch, relay devices etc.) • The purpose of this project is to modernize, enhance, and build a JSC “Serbian Railways Infrastructure” integrated telecommunication system (ITS) that will represent the infrastructure necessary for implementing voice and data transmission services, and railway traffic management services, with a view to improving employees' working environment, public and work safety, internal communication and passenger system services, all in accordance with the current international standards.
PROJECT STATUS:	-
INVESTMENT VALUE:	• Estimated value of project Phase 1 is 24.7 million USD.
PROJECT START DATE:	-
PROJECT END DATE:	-
FUNDING:	-
PROJECT DESCRIPTION :	• Phase 1 includes the construction of the optical infrastructure, a new IP/MPLS network transmission system and a power supply system, which consists of the following subsystems: optical cable infrastructure, SDH/DWDM transmission system, IP/MPLS and power supply system on 4 railway sections on Corridor X, in the total length of 461 km: • Belgrade junction - 119 km • Belgrade (Resnik) - Lapovo Section - 96km • Lapovo - Nis Section - 142km • Belgrade (Batajnica) - Sid Section –104 km. • All the systems mentioned above represent the base infrastructure for the introduction of new telecommunication and signalling/safety services, and all types of services necessary for efficient rail traffic management.

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **JSC „Serbian Railways Infrastructure“**
PROJECT NAME:	***Modernization and electrification of the Pancevo - Vrsac - Romanian border Railway***
STRATEGIC/ LEGAL FRAMEWORK:	• Strategy of railway, road, inland waterway, air and intermodal transport development in the Republic of Serbia, 2008 – 2015, “Official Gazette of RS“, No. 4/2008. • Law on the Spatial Plan of the Republic of Serbia 2010-2020, „Official Gazette of RS“, No. 88/2010 • Serbian National Strategy for Accession to the European Union
PROJECT IMPORTANCE:	• The Pancevo – Vrsac Railway is a non-electrified line. Modernization of the Pancevo - Vrsac - Romanian border Railway will enhance reliability and quality of transport services within Serbian railways in the following ways: - It will allow access of all trains coming from Vrsac to the Belgrade junction, without a change of the traction vehicle - It will improve the quality of passenger and freight transport services - It will enable that economic development be accompanied by corresponding railway capacities - It will facilitate completion of the railway connecting Corridor X and Corridor VII with Corridor IV, - It will reduce the maintenance cost for the railway infrastructure and the rolling stock
PROJECT STATUS:	• The preliminary design for the modernization of the Pancevo - Vrsac - Romanian border Railway has been prepared
INVESTMENT VALUE:	• Pre-estimated value of the investment is 45,000,000 euros • The exact value will be known upon the completion of the project documentation
PROJECT START DATE:	-
PROJECT END DATE:	-
FUNDING:	-
PROJECT DESCRIPTION:	• The Project entails: - electrification of a part of the Pancevo - Vrsac - Romanian border Railway - reconstruction of the existing railway - reconstruction of the existing railway safety system with electronic axle counters - equipping the railway with adequate telecommunication devices and digitalizing the entire railway - securing crossings

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **JSC „Serbian Railways Infrastructure“**
PROJECT NAME:	***Relocation of railway infrastructure (of Belgrade Railway Station) from the Sava amphitheater for the purpose of the "Belgrade Waterfront" project***
STRATEGIC/ LEGAL FRAMEWORK:	• Strategy for making the prerequisites for the construction of Belgrade on Sava, in the Sava amphitheatre area, conditioned by relocation of railway installations • Investments in 2014 are necessary for the implementation of Phase 1, and then of Phase 2 and 3 of the "Belgrade Waterfront" project • Decision on the preparation of the strategic assessment of the environmental impact of the Spatial Plan for the Special-Purpose Area – land development along the Sava riverbank for the purpose of „Belgrade Waterfront“. • Decision on the preparation of the Spatial Plan for the Special-Purpose Area, i.e. the Sava riverbank development, for the purpose of "Belgrade Waterfront"
PROJECT IMPORTANCE:	• The Project has great strategic value. • Relocation of the Belgrade railway station infrastructure is a prerequisite for a successful implementation of the „Belgrade Waterfront“ project (clearing the land for construction of business, residential, cultural and sport facilities within the „Belgrade Waterfront“ complex); it fits into the project of revitalization and modernization of the Belgrade junction. • A part of the infrastructure that is going to be relocated will support the existing infrastructure on other locations of the Belgrade junction (Belgrade Center, Belgrade Marshalling, Ostruznica, TPS Zemun stations)
PROJECT STATUS:	• The Railway infrastructure of Belgrade and Belgrade Spoljna stations has been dismantled. • The remaining part of the infrastructure will be dismantled after meeting the technical conditions for relocating installations and manpower to other points of the Belgrade junction, and after securing the funds for the relocation. • Preparation of the project documentation for the relocation is underway.
INVESTMENT VALUE:	2,550,000 euros
PROJECT START DATE:	2015
PROJECT END DATE:	2018
FUNDING:	Unknown source of funding (to be decided).
PROJECT DESCRIPTION:	• „Belgrade Waterfront“ Company initiated the activities for relocating the public railway infrastructure, passenger and freight transport facilities, maintenance facilities for locomotives and passenger cars, facilities for equipping sleeping and dining cars, and all other railway facilities within the Belgrade railway station complex and the Sava amphitheater, for the purpose of implementing the „Belgrade Waterfront“ project that would be carried out in three Phases: - Phase 1 - dismantling the track in the riverside area that would incorporate: dismantling the electrotechnical and the power systems of the western plate, cargo station, Belgrade Spoljna station, construction of new track connections at the Belgrade Station entrance, dismantling the riverside part of the installation, providing a new location for the container terminal ZIT. - Phase 2 - relocating the rail tracks within the zone of the „Belgrade Waterfront“ complex - Phase 3 - final relocation of all the Belgrade station functions: - Cancelling the transport of hazardous materials through Belgrade and removal of all railway installations.

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **JSC „Serbian Railways Infrastructure“ – JSC „Srbija train“**
PROJECT NAME:	***Reconstruction and continued construction of the TPS Zemun complex for the purpose of the "Belgrade Waterfront" project***
STRATEGIC/ LEGAL FRAMEWORK:	• Strategy for creating the conditions for implementing the Belgrade Waterfront project within the Sava amphitheatre area, conditioned by the relocation of the railway installations. • Investments, in 2014, necessary to carry out Phase 1, and proceed with Phase 2 and Phase 3 of the „Belgrade Waterfront“project. • Main design of the Belgrade railway junction, Passenger traffic (1977); • General Zoning Plan of Belgrade until 2021. • Detailed Zoning Plan of Zemun technical-passenger station; • Main Design of traffic technology with the technical analysis of the railway throughput and official points of the Belgrade railway junction between official points Batajnica and Pancevo Bridge (Institute of Transportation CIP)
PROJECT IMPORTANCE:	• The Project has great strategic value. • Railway station Zemun is an intermediate stop on the major Belgrade - Sid - Croatian border Railway and is situated on the part of the Pan-European Corridor X running through Serbia. • Owing to the modernization project of project of major railways on Corridor X and the „Belgrade Waterfront“ project and taking into consideration vast areas of unused developed land within the area of the railway station and along the rail tracks, Zemun station has become the most significant railway installation for technical-passenger operations in Serbia and on the Belgrade railway junction, with the possibility to upgrade and redevelop the existing railway infrastructure within the station for other technological operations on the railway.
PROJECT STATUS:	• JSC "Serbia Raiways" have prepared the project assignment with the objective of drafting the project documentation. Once the funds are secured, the project will commence. • Preparation of the project documentation is underway.
INVESTMENT VALUE:	• The pre-estimated value of the investment is 45.5 million euros. The exact value of the necessary funds will be known upon the completion of project documentation. It is also necessary to secure the funds for indirect and overhead costs.
PROJECT START DATE:	2016
PROJECT END DATE:	2017
FUNDING:	The funding source is not defined.
PROJECT DESCRIPTION:	• Zemun Station has two technical-technological units that make up one whole: (1) the passenger-freight station and (2) the technical-passenger station. • The Zemun technical-passenger station is comprised of the public facilities such as rail tracks, departure and arrival platforms, overhead lines, safety-signaling devices, cables, telecommunication network, water and sewage installations, access tracks and passing loops etc;

	• JSC „Serbian Railways Infrastructure“ are planning to prepare all the necessary technical documentation for reconstruction and completion of the building works in TPS Zemun, which will be in accordance with the new technological demands for railway passenger and freight transport, which are based on the following: - commencement of the “Belgrade Waterfront“ project - there have been many decades since the basic principles and estimated traffic volumes were determined, making the basis for the calculations of the required railway capacities. - the facilities of the Belgrade railway junction were designed to meet the needs of the railway network of former Social Federative Republic of Yugoslavia, so they ought to be adjusted to the new conditions and demands. - an increased number of trains for urban and suburban passenger transport is planned for the Belgrade railway junction - technical characteristics of passenger cars and trainsets for passenger transport are different now, so the existing station technology must be suited to the contemporary rolling stock - operating technology for express goods, mail, car transporters, sleeping and dining cars has changed;

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **JSC „Serbian Railways Infrastructure“ – JSC „Srbija train“**
PROJECT NAME:	***Reconstruction and upgrade of rhe Belgrade Center station facilities, as the transition phase of the Sava amphitheatre relocation project for the purpose of the “Belgrade Waterfront“ project***
STRATEGIC/ LEGAL FRAMEWORK:	• Strategy for creating the conditions for the Belgrade Waterfront project within the Sava Amphitheater area, conditioned by the relocation of the railway installations. • Investments in 2014 necessary to implement Phase 1, and proceed with Phase 2 and Phase 3 of the “Belgrade Waterfront“ project. • General Zoning Plan of Belgrade until 2021. • Technical study for finalizing the Belgrade railway junction
PROJECT IMPORTANCE:	• The Project has a great strategic value. • JSC „Serbian Railways Infrastructure“ plan to conduct the necessary reconstruction and upgrade of the Belgrade Center infrastructure within the „Belgrade Waterfront“ project. This will be the next step in relocating the passenger facilities from the Belgrade station within the “Belgrade Waterfront“ project. With the facilities to be built in Phase 1 with the funds of the Kuwait Fund for Economic Development, the Belgrade Station will take over the function of the central passenger terminal in the City of Belgrade. • Besides its significance within the railway system, the Belgrade station has not only the role of attracting tourists, but also the citizens of Belgrade, owing to the fact that business - commercial contents above the track installations have been planned within the terminal complex. Therefore, Belgrade Center Terminal will play a significant role in making the zone around Mostar, Belgrade Fair, Autokomanda and Clinical Center Belgrade more attractive.
PROJECT STATUS:	• JSC „Serbian Railways Infrastructure“ have prepared the project assignment with the objective to prepare the project documentation. Once the funds are secured, project implementation will commence. • Preparation of the project documentation is underway.
INVESTMENT VALUE:	10,100,000 euros
PROJECT START DATE:	2016
PROJECT END DATE:	2017
FUNDING:	The funding source is not defined.
PROJECT DESCRIPTION :	• Through the phase realization of the "Belgrade Waterfront" project, Belgrade Station will lose its role of the main train station. Belgrade Center Terminalwill take over the role of the main train station, and the role of the main passenger terminal in Belgrade and Serbia. • The project includes construction of new infrastructural installations within the station facilities (platforms, elevators, access tracks and roads), and construction of staff and passenger accommodation facilities and installations. • The project includes modern hospitality services, contemporary railway handling equipment, a modern security system for protection of staff and passengers within the station facilities and in traffic. • The project is also concerned with securing a high power efficiency of the whole complex.

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **JSC „Serbian Railways Infrastructure“ – JSC „Serbia cargo”**
PROJECT NAME:	***Reconstruction and upgrade of a part of Belgrade Marshalling Station in order to relocate the railway facilities from the Belgrade Station, and construction of a railway terminal in Makis for the purpose of the “Belgrade Waterfront“ project***
STRATEGIC/ LEGAL FRAMEWORK:	• Strategy for creating the conditions for the Belgrade Waterfront project within the Sava Amphitheater area, conditioned by the relocation of the railway installations. • Investments in 2014 necessary to implement Phase 1, and proceed with Phase 2 and 3 of the “Belgrade Waterfront“ project • General Zoning Plan of Belgrade until 2021. • Technical study for finalizing the Belgrade railway junction
PROJECT IMPORTANCE:	• The Project has a great strategic value. • JSC „Serbian Railways Infrastructure“ plan to move all the infrastructural, staff, and mobile railway facilities connected to the railway freight traffic within the Belgrade Station and Belgrade railway junction into one main place as defined in the „Belgrade Waterfront“ project. • Owing to the „Belgrade Waterfront“ project and the construction of major inner and outer ring roads, Belgrade Marshalling station will be an ideal railway junction for admission, processing and dispatching of goods on the territory of Belgrade and in transit through the city. • For an efficient response and elimination of any emergencies within the Belgrade railway junction, the best location for the equipment, the additional rolling stock, pertaining equipment and staff is Belgrade Marshalling.
PROJECT STATUS:	• JSC „Serbian Railways Infrastructure“ have prepared the project assignment for relocating the freight installations into Belgrade Marshalling stations with the objective of preparing project documentation. Once the funds are secured, project implementation will start. • Preparation of the project documentation is underway.
INVESTMENT VALUE:	• The pre-estimated value of the investment is 38 million euros. Once the project documentation is completed, the exact value of the required funds will be known. It is also estimated that it will be necessary to secure the funds for land expropriation (the pre-estimated value is 3 million euros) and for overhead and indirect costs (the estimated value is 1.425 million euros)
PROJECT START DATE:	2016
PROJECT END DATE:	2017
FUNDING:	The funding source is not defined.
PROJECT DESCRIPTION :	• According to the General Zoning Plan of Belgrade 2012, the Belgrade Marshalling station will remain to be used for railway freight traffic and for the construction of Makis freight station in Phase 1, but it is to develop into a main Belgrade freight terminal with acceptable environmental characteristics, • The freight station is a public railway infrastructure representing a base for constructing additional facilities that constitute a railway freight terminal.

	• Belgrade freight terminal should have both indoor and open-air warehouses, connected with the freight station via industrial tracks. It will cover the entire space between the existing Belgrade Marshalling and Obrenovac road, the total area of which is 200 hectares. It will also meet all the conditions for protection of the drinking water safeguard zones. • The Belgrade Marshalling Station complex is well connected with the surrounding area via the Belgrade – Obrenovac trunk road, Belgrade bypass road and Belgrade ring road and has many unused spaces that could be used for the construction of the freight handling facilities. • According to the General Zoning Plan of Belgrade 2021, the railway freight terminal is located parallel to the Belgrade Marshalling complex, between Belgrade Marshalling Station and Obrenovac road. • For the purpose of the „Belgrade Waterfront“ project, terminal ZIT that is currently located next to the Belgrade Spoljna Station should be temporarily moved to Belgrade Marshalling Station.

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **JSC „Serbian Railways Infrastructure“** **PE “Roads of Serbia“**
PROJECT NAME:	***Construction of Beli Potok – Vinca – Pancevo bypass railway and a railroad bridge and railway triangle Zuce - Bubanj Potok, for the purpose of the „Belgrade Waterfront“ project, and Bubanj Potok - Vinca – Pancevo highway bypass***
STRATEGIC/ LEGAL FRAMEWORK:	• Strategy for the creating the conditions for the Belgrade Waterfront project, within the Sava amphitheater, conditioned by the relocation of the railway installations. • General Zoning Plan of Belgrade until 2021. • Spatial Plan of the Republic of Serbia • Technical study for finalizing the Belgrade railway junction
PROJECT IMPORTANCE :	• The project has a great strategic value. • This traffic corridor is of great importance for the Republic of Serbia, Belgrade and Pancevo. • One of the main problems for Belgrade is the road and rail traffic towards Banat via the Pancevo railroad bridge over the Danube. Passenger and freight transit is conducted through crowded city streets. Freight traffic (around 1.5 million tons, out of which 60% are hazardous substances) is conducted by rail through the Sava amphitheater and along the Sava and the Danube banks around Kalemegdan. • The goal is to divert the railway freight traffic and transport of hazardous substances, as well as the Belgrade - Pancevo - Vrsac/Zrenjanin transit road from the inner city area of Belgrade and Pancevo, by building a bypass railway and a bypass road in accordance with the Spatial Plan of the Republic of Serbia, the General Plan of Belgrade, and the Spatial and Zoning Plan of Pancevo. • Within the „Belgrade Waterfront“ project, JSC „Serbian Railways Infrastructure“ plan to separate railway passenger transport (running through the city area) from railway freight transport (that would circumvent the city area) by reorganizing the traffic within the Belgrade railway junction. • A part of the existing bypass railway on the Batajnica - Ostruznica - railway section K/K1 allows freight train traffic outside the city area south - west/north, but lacks a part of the railway bypass east - west/north/south which would be completed by constructing a new single-track Beli Potok - Vinca - Pancevo Varos railway. • If this project is not implemented, the relocation of railway traffic from the city zone (railway around Kalemegdan) and the construction of „Belgrade Waterfront“ will not be possible.
PROJECT STATUS:	• The main design, the preliminary design, the investment Study, and the Environmental Impact Assessment Study have been completed for the Beli Potok - Vinca – Pancevo freight bypass, Bubanj Potok - Vinca – Pancevo highway bypass, and the railroad bridge over the Danube at Vinca. According to the new law on planning and construction, PC „Roads of Serbia" and JSC „Serbian Railways Infrastructure” applied in August 2015 for issuance of location terms to the Ministry of Construction, Transport and Infrastructure. After issuing of location terms, the preliminary design will be submitted to the State Revision Committee for inspection of the technical solutions. Preparation of the documentation and Designs was financed by the Ministry of Infrastructure and the City of Belgrade in 2007 and 2008. All the documentation was prepared by the "Institute of Transportation CIP". • The Detailed Regulatory Plan (DRP) has been prepared for the above mentioned facilities, especially for the territory of the City of Belgrade and the City of Pancevo. The City Council of Pancevo prepared the DRP, and public review in Belgrade is completed.

INVESTMENT VALUE:	• The total construction value is around 430 million euros. - 96 million euros - the value of the construction for the Beli Potok - Vinca – Pancevo freight railway bypass - 205 million euros - for the Bubanj Potok - Vinca – Pancevo highway bypass - 129 million euros - for road-rail bridge over the Danube. • The total investment value of construction, planning and design, and indirect costs that include terms and approvals, administrative taxes, permits and professional supervision is around 470 million euros.
PROJECT START DATE:	2016
PROJECT END DATE:	2021
FUNDING:	• The funding source is not defined.
PROJECT DESCRIPTION:	• Due to the specificities and connections between road and rail design solutions in the joint corridor, the most reasonable option is simultaneous construction of both roads and the bridge over the Danube. • The project involves construction of the highway bypass Bubanj Potok - Vinca - Pancevo and of the electrified single-line railway Beli Potok - Vinca - Pancevo Varos with a road-rail bridge over the Danube and the railway triangles Zuce - Bubanj Potok and Pancevo Hipodrom - Pancevo Varos. • The planned railway would be designed according to the standards of the AGC and AGTC agreements, with axle-load 22.5 t/os and 8 t/m, UICGC loading gauge, max. speed of up to 120 km/h on the open railway, 50 km/h on the triangle and 120 km/h on the bridge over the Danube. The railway would have type 60E1 tracks with concrete sleepers (crushed stone ballast closed track structure) and the whole railway would be electrified by 25kV/50Hz system. • The project also includes electrification of the existing single-track Pancevo Hipodrom - Pancevo Varos. The bridge over the Danube is the key facility, with the option of phase-construction that should enable safe operation of road, rail, and water transport. The bridge consists of the main bridge and the structures for accessing the highway and the railway. The railway will be built across the middle section of the bridge and the highway lanes are positioned on the aligning sides. • For this project, the Government of the Republic of Serbia signed a Memorandum of Understanding with the Chinese company Sinohydro Corporation Limited on 17 December 2014. The Chinese company Sinohydro submitted a bid for the construction of the Belgrade bypass (Section B and C) on 1 June 2015. The working group formed by the Ministry evaluated the bid. The representatives of the Chinese company presented their bid for the project on 14 August 2015, in which they presented their vision for the construction and financing of the project.

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **JSC „Serbian Railways Infrastructure“**
PROJECT NAME:	***Reconstruction of station platforms***
STRATEGIC/ LEGAL FRAMEWORK:	• Strategy of railway, road, inland waterway, air and intermodal transport development in the Republic of Serbia, 2008 to 2015, „Official Gazette of RS“, No. 4/2008. • Law on the Spatial Plan of the Republic of Serbia 2010 - 2020, „Official Gazette of RS“, No. 88/2010 • Serbian National Strategy for Accession to the European Union
PROJECT IMPORTANCE:	• For improving railway transport services of JSC „Serban Railways Infrastructure“, a procurement of new electric trains is planned. To enable passengers to board and alight trains, the platforms are required to meet the height standards for this type of trains, so Zemun, Rakovica, Vukov spomenik and Pancevacki most station platforms must be reconstructed. • The project would substantially improve the safety and quality of urban and suburban railway traffic.
PROJECT STATUS:	• JSC „Serbian Railways Infrastructure“ are conducting run-up activities for preparing the documentation that will be financed from EBRD V loan
INVESTMENT VALUE:	• 1.7 million euros – for performance of works and preparation of technical documentation
PROJECT START DATE:	-
PROJECT END DATE:	-
FUNDING:	• EBRD V loan
PROJECT DESCRIPTION:	• The project of reconstruction of platforms at Vukov spomenik, Zemun, and Pancevo Bridge station includes reduction of the platform height from 960 mm to 550 mm.

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **JSC „Serbian Railways Infrastructure“**
PROJECT NAME:	***Reconstruction of the Pozarevac-Majdanpek Railway***
STRATEGIC/ LEGAL FRAMEWORK:	• Strategy of railway, road, inland waterway, air and intermodal transport development in the Republic of Serbia, 2008 - 2015, „Official Gazette of RS“, No. 4/2008. • Law on the Spatial Plan of the Republic of Serbia 2010 – 2020, „Official Gazette of RS“, No. 88/2010
PROJECT IMPORTANCE :	• The Pozarevac-Majdanpek Railway should be reconstructed in order to increase the reliability and quality of transport services in the "Serbian Railways" network. The objectives are as follows: • To increase the load-bearing capacity in order to increase the railway throughput and infrastructure reliability, • To improve the quality and speed of railway traffic within the national network, in order to attract higher flows of passengers and goods through a high level of service of the JSC „Serban Railways Infrastructure“, • To secure fast, safe and efficient railway transport operations, • To reduce the cost of road maintenance, which will come as a result of the increased volume and share of railways in meeting the transport needs of the economy and the population of the region, • To ensure that economic development of catchment areas be followed by an appropriate railway capacity, i. e. that railway development encourage regional economy growth,
PROJECT STATUS:	• The Railways are conducting run-up activities for preparing the documents, which will be addressed after the necessary financial resources have been secured.
INVESTMENT VALUE:	• The pre-estimated investment value is 30 million euros.
PROJECT START DATE:	-
PROJECT END DATE:	-
FUNDING:	-
PROJECT DESCRIPTION:	• Reconstruction of the track and installations, keeping the existing alignment elements, in order to reach speeds of up to 100km/h, allowed axle load of 22.5 tons and track distributed load of 8.0 t/m (category D4), for the total 254km of the railway. • Ensuring UIC-B loading gauge, and UIC-C where possible, • Equipping the railway with the appropriate telecommunications and signaling and safety systems.

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **JSC „Serbian Railways Infrastructure“**
PROJECT NAME:	***Reconstruction and modernization of the Pancevo-Zrenjanin-Banatsko Milosevo-Senta-Subotica Railway***
STRATEGIC/ LEGAL FRAMEWORK:	• Strategy of railway, road, inland waterway, air and intermodal transport development in the Republic of Serbia, 2008 - 2015, “Official Gazette of RS“, No. 4/2008. • Law on the Spatial Plan of the Republic of Sebia, 2010-2020, “Official Gazette of RS“, No. 88/2010 • National Strategy for Accession of the Republic of Serbia to the European Union
PROJECT IMPORTANCE:	• The goal of reconstruction and modernization of Pancevo-Zrenjanin-Banatsko Milosevo-Senta-Suboticarailway is to increase the reliability and quality of transport services within the Serbia Railways network. The objectives are as follows: • To enable an alternative transport line in case of the works on the Belgrade-Zemun-Novi Sad-Subotica-Hungarian border Railway • To improve the quality and speed of railway traffic within the national network, in order to attract higher flows of passangers and goods through a high level of service provided by the JSC "Serbian Raiways", • To secure fast, safe and efficient railway transport operations, • To increase the railway load-bearing capacity, safety and reliability of the infrastructure systems, • To ensure that economic development of catchment areas be followed by an appropriate railway capacity, i.e. that railway development encourage economy growth of the region, • To enable better connectivity to the future Apatin port, the integrated logistics center and industrial park in Apatin with lines towards Subotica and Bogojevo, and further on towards Novi Sad. • To reduce the cost of road maintenance, which will come as a result of the increased volume and share of the railways in meeting the transport needs of the economy and the population of the region. • The section is parallel with the Corridor X railway route, meaning that reconstruction would provide an additional railway line between Belgrade and Subotica which would help reduce Corridor X railway traffic.
PROJECT STATUS:	• The Railways are undertaking run-up activities for preparing the documentation, which will start once the necessary financial resources are secured.
INVESTMENT VALUE:	96,000,000 EUR
PROJECT START DATE:	-
PROJECT END DATE:	-
FUNDING:	-
PROJECT DESCRIPTION:	• The project includes: - Reconstruction of the track and installations, keeping the existing alignment elements, in order to reach speeds of up to 100 km/h, allowed axle load of 22.5 t and track distributed load of 8.0 t/m (category D4). - Equipping the railway with appropriate telecommunications and signaling and safety systems.

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **JSC „Serbian Railways Infrastructure“**
PROJECT NAME:	***Reconstruction of the Petrovaradin-Beocin railway***
STRATEGIC/ LEGAL FRAMEWORK:	• Strategy of railway, road, inland waterway, air and intermodal transport development in the Republic of Serbia, 2008 - 2015, “Official Gazette of RS“, No. 4/2008. • Law on the Spatial Plan of the Republic of Sebia, 2010-2020, “Official Gazette of RS“, No. 88/2010
PROJECT IMPORTANCE:	• The Petrovardin – Beocin Railway connected the Beocin Municipality industry, and most importantly, the cement factory with the Corridor X lines, and through them with the Western, Central and Eastern Europe, as well as Turkey and the Middle East. It is currently out of service. By re-establishing railway traffic on the Petrovardin – Beocin railway, its many advantages would take over the role of the road transport and it is expected that the flow of goods would be redistributed from road to rail. • At the same time, the railway runs through the catchment area of Novi Sad, and as such, it is included in the development plans of the City of Novi Sad for inclusion in public transport of passengers. • In this way, transport services would become cheaper, which would have a favorable impact on the final cost of the product; the damaging influence and degradation of the natural surroundings and the environment would be proportionally reduced.
PROJECT STATUS:	• General Design for reconstructing the Petrovaradin-Beocin Railway is completed.
INVESTMENT VALUE:	• The pre-estimated value is 16,000,000 EUR. • Upon completion of the project documentation, the funds required to implement the project will be determined.
PROJECT START DATE:	-
PROJECT END DATE:	-
FUNDING:	-
PROJECT DESCRIPTION:	• Reconstruction of the track and installations, keeping the existing alignment elements in order to reach speeds of up to 100 km/h, allowed axle load of 225 KN and a track distributed load of 80 KN/m, • Equipping the railway with appropriate telecommunications and signaling and safety systems • Railway electrification

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **JSC „Serbian Railways Infrastructure“**
PROJECT NAME:	***Reconstruction and modernization of Lapovo-Kraljevo-Raska-Lesak***
STRATEGIC/ LEGAL FRAMEWORK:	• Strategy of railway, road, inland waterway, air and intermodal transport development in the Republic of Serbia, 2008 - 2015, “Official Gazette of RS“, No. 4/2008. • Law on the Spatial Plan of the Republic of Sebia, 2010-2020, “Official Gazette of RS“, No. 88/2010 • National Strategy for Accession of the Republic of Serbia to the European Union
PROJECT IMPORTANCE:	• The Lapovo-Kraljevo-Raska-Lesak Railway is a part of the Belgrade-Tirana Railway on the territory of the Republic of Serbia. • The aim of the reconstruction of the Lapovo-Kraljevo-Raska-Lesak Railway is to increase the quality of transport services within the Serbian Railways network. The objectives are as follows: - To ensure secure, fast, safe and efficient railway transport, - To improve the quality of passenger and goods transport services - To make railway transport more competitive compared to alternative routes and modes of transportation - To increase the turnover of freight wagons and reduce the necessary working stock for the same amount of goods, - To reduce transport costs, the maintenance cost of the rail infrastructure and the rolling stock, and - To reduce the cost of road maintenance, which will result from an increased volume and share of the railway in meeting the transport needs of the economy and the population of the region.
PROJECT STATUS:	• The Railways are undertaking run-up activities for preparing the documentation, which will be addressed once the necessary financial resources are secured.
INVESTMENT VALUE:	• The pre-estimated investment value is 200,000,000 EUR. Upon completion of the project documentation, the exact amount of necessary funds will be determined.
PROJECT START DATE:	-
PROJECT END DATE:	-
FUNDING:	-
PROJECT DESCRIPTION:	• The Lapovo-Kraljevo-Raska-Lesak reconstruction project includes: - repair of 152 km of the railway for axle load of 225 kN and a track distributed load of 80 kN/m with the improvement of the alignment elements for speeds of up to 120 km / h, - electrification of the railway with a 25kV/50Hz system, modernization of the telecommunication system and safety-signaling installations, and security of road crossings, - ensuring UIC-C loading gauge for electrified railways and enabling the use of all intermodal transport technologies without any restrictions.

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **JSC „Serbian Railways Infrastructure“**
PROJECT NAME:	***Repair of the (Stalac)-Krusevac-Kraljevo Railway***
STRATEGIC/ LEGAL FRAMEWORK:	• Strategy of railway, road, inland waterway, air and intermodal transport development in the Republic of Serbia, 2008 - 2015, “Official Gazette of RS“, No. 4/2008. • Law on the Spatial Plan of the Republic of Sebia, 2010-2020, “Official Gazette of RS“, No. 88/2010 • National Strategy for Accession of the Republic of Serbia to the European Union
PROJECT IMPORTANCE:	• The (Stalac)-Krusevac-Kraljevo Railway is reconstructed in order to increase the quality of transport services within the Serbian railway network. The objectives are as follows: - To ensure secure, fast, safe and efficient railway transport, - To improve the quality of transport services of passengers and goods - To make the railway more competitive to alternative routes and modes of transportation - To increase the turnover of freight wagons and reduce the necessary working stock for the same amount of goods, - To reduce transport costs, maintenance costs of the rail infrastructure and the rolling stock, and - To reduce the cost of road maintenance, which will result from an increased volume and share of the railway in meeting the transport needs of the economy and the population of the region.
PROJECT STATUS:	-
INVESTMENT VALUE:	The estimated value is 44,000,000 euros.
PROJECT START DATE:	-
PROJECT END DATE:	-
FUNDING:	-
PROJECT DESCRIPTION:	• The (Stalac)-Krusevac-Kraljevo reconstruction project includes: - repair of 56 km of the railway with the improvement of civil parameters on the part of the railway from Krusevac and Kraljevo, - providing for stable electric traction, meaning that the railway should be electrified with a 25kV/50Hz system, within a distance of 72 km, from Stalac to Kraljevo, - construction of electric traction substations.

RESPONSIBLE PARTY:	**JSC „Serbian Railways Infrastructure“** **Provincial Secretariat for Economy, Employment and Gender Equality** **Ministry of Construction, Transport and Infrastructure**
PROJECT NAME:	***Reconstruction/construction of the Segedin-Horgos-Subotica-Cikerija-Baja Railway***
STRATEGIC/ LEGAL FRAMEWORK:	• Strategy of railway, road, inland waterway, air and intermodal transport development in the Republic of Serbia • The Law on the Spatial Plan of the Republic of Sebia and the Regional Spatial Plan of AP Vojvodina indicate that a railway would be built once the right conditions are met, so the alignments of dismantled railways would be kept • Development strategy of the Danube Kris Mures Tisa (DKMT) region.
PROJECT IMPORTNACE:	• The project has strategic interstate importance, as a short connection to Corridor X. The railway would also be of a local and regional character, and would be primarily used for regional passenger transport and interconnection between cities. • This project primarily connects three regional centers - Segedin, Subotica and Baja. • It facilitates the flow of passengers and goods. Travellers will have a fast connection not only with Segedin and Baja, but also with the regional center of Kecskemet and Budapest. • Connection to the Danube port in Baja, especially fast and inexpensive transport of finished products from Subotica Free Zone to Baja, to the port and further down the Danube. • It significantly facilitates transport of goods, especially towards the south-west Europe, not only from Subotica, but also from Szeged, i.e. south-east Hungary. Thus, the transport path would be reduced by a few hundred kilometers.
PROJECT STATUS:	• Preparation of the technical documentation for the Segedin - Horgos - Subotica section is in progress, which will allow for a call of tenders for the works. • Completion of the project is expected in late November this year. • For the Subotica - Csikéria - Baja Railway, the pre-investment project documentation is being prepared along with the Enviornmental Impact Assessment Study.
INVESTMENT VALUE:	150,000,000,00 euros. - Section from Segedin to Subotica 75,000,000,00 euros - Section from Subotica to Baja 75,000,000,00 euros
PROJECT START DATE:	• In 2012 preparation of the project documentation was started • In 2016 - reconstruction of Segedin – Subotica is expected
PROJECT END DATE:	• Phase 1: Segedin - Subotica section until 2019 • Phase 2: Subotica – Baja section until 2027
FUNDING:	• The sections of the railway running through Hungary are funded by the EU resources and from the Hungarian budget. • The section of the railway from the state border at Horgos to Subotica and to the state border in Csikéria will be financed mostly from donations (IPA or CEF funds), and partly from the budget of the Republic of Serbia.

PROJECT DESCRIPTION:	• The total length of the railway is 100.95 km, out of which 26.63 km runs through Serbia, i.e. the Horgos (state border) – Subotica section, and Subotica - Csikeria (state border) 11.90 km. The substructure is being designed for speeds up to 160 km/h, and the electrical control equipment for speeds of 100 km/h. • The project includes preparation of the following documents: - Preliminary design and the Environmental Impact Assessment Studies for the Subotica - Horgos - State border section (according to Serbian regulations), - Approval Project and the Environmental Impact Assessment Study for the Segedin - Reska - State border section (in accordance with Hungarian regulations), - The audit of the current documentation including feasibility study - Tender documents for construction of the Segedin-Reske-Hogos-Subotica Railway (according to the "Yellow FIDIC") - Basic documentation regarding the alignment of the Subotica – Baja railway. • After completion of the documentation, the works on the railway would begin. The reconstruction / construction of the railway includes the following: - Reconstruction of the Subotica-Horgos-Segedin Railway and - Construction of the railway in the Republic of Serbia, from Subotica to the Hungarian border (Baja-wards)

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **JSC „Serbian Railways Infrastructure“**
PROJECT NAME:	***Reconstruction of the Markovac-Resavica Railway***
STRATEGIC/ LEGAL FRAMEWORK:	• Law on the Spatial Plan of the Republic of Sebia
PROJECT IMPORTANCE:	• The Markovac - Resavica Railway connects the Despotovac Municipality industry with the lines of Corridor X, and through them, with the Western, Central and South-eastern Europe, as well as Turkey and the Middle East. With the reconstruction and modernization of the railway, many undeniable advantages of the railway would take over the road traffic and the flow of goods would be redistributed from road to rail, especially for bulk materials transport. The length of the railway is 53.4 km. • In this way, transport would become cheaper, which would have a favorable impact on the final cost of the product. This would also proportionally reduce the damage and degradation of the natural surroundings and the environment. • By reconstructing this railway, the conditions for transporing additional 250,000 tonnes of cargo per year will be created.
PROJECT STATUS:	• The Railways are undertaking run-up activities for preparing the documentation, which will be addressed once the necessary financial resources are secured.
INVESTMENT VALUE:	• Once the project documentation is completed, the necessary funds for project implementation will be determined. The estimated value of the works is 20,000,000 euros.
PROJECT START DATE:	-
PROJECT END DATE:	-
FUNDING:	-
PROJECT DESCRIPTION:	• The Markovac-Resavica reconstruction and modernization project includes elaboration of the project documentation and execution of the following works: - Reconstruction of the line and installations, keeping the existing alignment elements in order to reach speeds up to 100 km/h, installation of rails type S49, D4 category for allowed axle load of 22.5 t and a track distributed load of 8 t-m, - Equipping the railway with appropriate telecommunications and signaling-safety systems, and with the signal box that would reduce the number of operative stations.

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **JSC „Serbian Railways Infrastructure“**
PROJECT NAME:	***Reconstruction of the Novi Sad-Odzaci-Bogojevo Railway***
STRATEGIC/ LEGAL FRAMEWORK:	• Strategy of railway, road, inland waterway, air and intermodal transport development in the Republic of Serbia, 2008 - 2015, “Official Gazette of RS“, No. 4/2008. • Law on the Spatial Plan of the Republic of Sebia, 2010-2020, “Official Gazette of RS“, No. 88/2010
PROJECT IMPORTANCE:	• The Novi Sad - Odzaci - Bogojevo Railway is the existing facility that connects the economy of the Backa District with the lines of Corridor X. The length of the railway is 76.5 km. • By reconstructing this railway, the conditions for transporting additional 80,000 tons of cargo per year will be created.
PROJECT STATUS:	• The Railways are undertaking run-up activities for preparing the documentation, which will be addressed after the necessary financial resources have been secured.
INVESTMENT VALUE:	• Once the project documentation is completed, the necessary funds for implementing the project will be determined. The estimated value of the works is 19,000,000 euros.
PROJECT START DATE:	-
PROJECT END DATE:	-
FUNDING:	-
PROJECT DESCRIPTION:	• The Novi Sad-Odzaci-Bogojevo reconstruction and modernization project includes elaboration of the project documentation and execution of the following works: - Reconstruction of the line and installations, keeping the existing alignment elements for speeds up to 100 km/h, installation of rails type S49, D4 category for allowed axle load of 22.5 t and a distributed track load of 8 t-m, - Equipping the railway with appropriate telecommunications and signaling-safety systems and with the signal box that would reduce the number of operative stations.

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **JSC „Serbain Railways Infrastructure“**
PROJECT NAME:	***Reconstruction and modernization of the Ovca-Padinska Skela Railway***
STRATEGIC/ LEGAL FRAMEWORK:	• Spatial Plan of the City of Belgrade • General Zoning Plan of the City of Belgrade
PROJECT IMPORTANCE:	• The Ovca-Padinska Railway is reconstructed and modernized in order to increase the reliability and quality of transport services within the JSC "Serbia Raiways" network. The objectives are as follows: - To improve the quality and speed of railway traffic within the national network in order to attract higher flows of passangers and goods through a high level of service provided by the JSC "Serbian Raiways", - To ensure secure, fast, safe and efficient railway transport operations, - To increase the railway load-bearing capacity, safety and reliability of the infrastructure, - To ensure that economic development of catchment areas be followed by an appropriate railway capacity, i. e. that railway development encourage economy growth of the region, - To reduce the cost of road maintenance, which will result from an increased volume and share of the railway in meeting the transport needs of the economy and the population of the region. - By reconstructing the railway, the conditions for transport of additional 50,000 tonnes of cargo per year will be created.
PROJECT STATUS:	• The Railways are undertaking run-up activities for preparing the documentation, which will be addressed oce the necessary financial resources are secured.
INVESTMENT VALUE:	17,000,000 EUR
PROJECT START DATE:	-
PROJECT END DATE:	-
FUNDING:	-
PROJECT DESCRIPTION:	• Reconstruction of the line and installations, keeping the existing alignment elements, in order to reach speeds of up to 60 km/h, allowed axle load of 22.5 t and a track distributed load of 8 t-m, (category D4). • Reconstruction of the existing telecommunications and signaling-safety systems.

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **JSC „Serbian Railways Infrastructure“**
PROJECT NAME:	***Construction of a new electrified single-track railway from the "Jezava" open line junction to the Smederevo Freight Station and the new Port of Smederevo***
STRATEGIC/ LEGAL FRAMEWORK:	• Strategy of railway, road, inland waterway, air and intermodal transport development in the Republic of Serbia, 2008 - 2015, “Official Gazette of RS“, No. 4/2008 • General Zoning Plan of the City of Smederevo
PROJECT IMPORTANCE:	• The construction of a new, single-track railway from the Smederevo Sation to a new port on the Danube will allow the existing port freight facility to be relocated, as well as the existing freight area of the Smederevo Station, to the industrial zone of the city of Smederevo. The following is planned to be conducted: • relocation of cargo and other facilities from the existing port, • relocation of the goods loading and unloading facility from the existing Smederevo Station, but retention of all functions and the passenger railway facilities, • relocation of freight wagon maneuvering facilities, and facilities for splitting and forming of freight trains, and • relocation of facilities for admission and dispatch of freight trains carrying the goods transshiped in the Port from riverine vessels into freight cars
PROJECT STATUS:	• There are ongoing activities of raising the funds required for preparing the necessary documentation, which will determine the value of the investment.
INVESTMENT VALUE:	12,000,000 euros
PROJECT START DATE:	-
PROJECT END DATE:	-
FUNDING:	-
PROJECT DESCRIPTION:	• The project of building a new railway from the Jezava open line junction to the Smederevo Freight station and the new Port of Smederevo includes: - construction of a new section of the railway junction, in the length of 6 km, a single-track, electrified railway from the crossroads Jezava to the new Smederevo Freight Station and to the new Port of Smederevo, for train speeds of up to 80 km/h, allowed axle load of 22.5 tons and track distributed load of 8.0 t-m (category D4). - ensuring UIC-C loading gauge - equipping the railway and the stations with modern telecommunication and electronic signaling-safety systems.

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **JSC „Serbian Railways Infrastructure“ – JSC „Serbia cargo“**
PROJECT NAME:	***Construction of railway terminals for goods***
STRATEGIC/ LEGAL FRAMEWORK:	• Strategy of railway, road, inland waterway, air and intermodal transport development in the Republic of Serbia, 2008 - 2015, “Official Gazette of RS“, No. 4/2008
PROJECT IMPORTANCE:	• The importance of the construction of goods terminals is reflected in: - enhancing the quality of railway transport and logistics services on the transport market of Serbia, the Balkans and Europe, - inclusion of the Serbian transport and distribution system in the Balkan and European trends, - attracting international commodity flows (primarily transit) - reducing the costs of transport and distribution of products, - concentration of goods traffic and rational redistribution between road and rail transport, - introduction and application of intermodal transport technologies and a modern logistics strategy, - provision of services to business entities, industrial complexes and urban areas, - environmental protection and safer transport
PROJECT STATUS:	• The Railways are undertaking run-up activities for preparing the documentation, which will be addressed once the necessary financial resources are secured.
INVESTMENT VALUE:	• Once the project documentation is completed, the funds required for project implementation will be determined. The pre-estimated value of the first phase of the works is 16,000,000 euros for one railway goods terminal, taking into account that phase implementation will be defined during the design phase.
PROJECT START DATE:	-
PROJECT END DATE:	-
FUNDING:	-
PROJECT DESCRIPTION:	• The project of construction of goods terminals includes preparation of project documentation and execution of construction work at the same or suitable locations in the area of the following railway junctions: Belgrade, Novi Sad, Subotica, Smederevo, Nis, Nis, Kraljevo, Pozega, Sremska Mitrovica, Krusevac, Zrenjanin, Sabac, Ruma, Jagodina, Lapovo, Sombor, Dimitrovgrad. • In the first phase, the necessary activities for building terminals in Belgrade, Novi Sad, Smederevo, Aleksinac, Nis, Kraljevo, Pozega, Sremska Mitrovica will be undertaken. • The railway goods terminals will include open and closed storage, the necessary machinery and transshipment facilities in accordance with the defined concept of a network of terminals, with the use of modern logistics technologies for handling the goods (containers, transport of road vehicles etc).

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **JSC „Serbian Railways Infrastructure“,**
PROJECT NAME:	***Information System for creation of timetables and for operational monitoring of timetable compliance on the railways***
STRATEGIC/ LEGAL FRAMEWORK:	• Strategy of railway, road, inland waterway, air and intermodal transport development in the Republic of Serbia, 2008 - 2015, “Official Gazette of RS“, No. 4/2008. • Law on Railways • Law on Interoperability
PROJECT IMPORTANCE:	• More efficient creation of timetables by shifting from manual to electronic construction of train alignments, calculations of travel time, intervals, speed limitations and all necessary elements for the creation of graphs and timetable booklets, as well as their drafting for the period of validity of the timetable on JSC "Serbian Raiways" lines. • Better operational monitoring of timetable execution on all the lines the execution order of driving all stripes. • Better management of the JSC "Serbian Raiways" public railway infrastructure.
PROJECT STATUS:	• The railways are conducting preparation activities for the drafting of the documentation. The drafting will begin upon obtaining the necessary financial resources.
INVESTMENT VALUE:	600,000 euros
PROJECT START DATE:	-
PROJECT END DATE:	-
FUNDING:	-
PROJECT DESCRIPTION:	• The project of information systems for the creation of timetables and management of operational functioning of railway traffic includes the preparation of the following project documentation: - The purchase of software - The purchase of adequate computer equipment, - Training of employees and program implementation.

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **JSC "Serbian Railways Infrastructure",**
PROJECT NAME:	***Procurement of project management information systems***
STRATEGIC/ LEGAL FRAMEWORK:	• The Law on Railways stipulates the obligation of the Ministry of Construction, Transport and Infrastructure to monitor and manage all the projects within the JSC „Serbian Railway Infrastrucutre" railway infrastructure. • National Program for the railway infrastructure that consists of the railway infrastructure projects that need to be implemented and monitored.
PROJECT SIGNIFICANCE:	• The purchase of project management information systems will allow for adequate IT support for planning, monitoring and coordination of technical documentation. • Creating the conditions for the establishment of electronic business systems and multimedia concepts in support of the company management structures.
PROJECT STATUS:	• In initial phase
INVESTMENT VALUE:	1,500,000 euros
PROJECT START DATE:	-
PROJECT END DATE:	-
FUNDING:	Not defined
PROJECT DESCRIPTION:	• The Project of purchasing project management information systems includes: - Purchase of software - Purchase of the missing computer equipment, - Training of employees and program implementation.

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **JSC "Serbia Train" and JSC "Serbia Cargo"**
PROJECT NAME:	***Modernization of 50 electric locomotives, 441 and 461 series***
STRATEGIC/ LEGAL FRAMEWORK:	• National Strategy for the Accession of the Republic of Serbia to the European Union • Strategy of Economic Development of the Republic of Serbia • Strategy of railway, road, inland waterway, air and intermodal transport development in the Republic of Serbia
PROJECT IMPORTANCE:	• The rolling stock modernization program directly affects the modernization of traffic in the country and is of strategic importance because it stimulates overall economic development, increases the level of transport connections with Europe and creates the conditions for a significant inclusion of foreign capital into our economy. • Apart from the impact on the development of the state transportation system, the rolling stock modernization indirectly affects the level of the standard of living and the development of the region, both along the main routes and along regional and local railways characterized by smaller volume of transport. • With the proposed project, JSC "Serbia Train" and JSC "Serbia Cargo" would achieve savings in the costs of current and investment maintainance and would produce significant financial effect by making higher profits, which would support faster development of railways. • The project of modernization of the above mentioned locomotives would lead to enhanced structural elements in locomotives, better technical characteristics, and better performance. Increase in the reliability and safety of the rolling stock will allow for greater volume of transport. • On the other hand, the costs would be significantly be reduced, since the modernization would result in the reduction of current and investment maintenance costs. The exploitation parameters would also be improved and the exploitation costs reduced. • The cost reduction and better offer on the transport market would increase the productivity of the railway increases productivity, with long-term effects.
PROJECT STATUS:	• The activities of fund raising for the preparation of necessary documentation are underway and the value of the investment will be defined in the documentation.
INVESTMENT VALUE:	• The value of the project documentation preparation is estimated at 4,900 euros • The value of the modernization is estimated at 35,000,000 euros
PROJECT START DATE:	2016
PROJECT END DATE:	2020
FUNDING:	• The fund raising activities are in progress.
PROJECT DESCRIPTION:	• The project includes the following activities: - Preparation of the technical documentation for the project of the modernization of 50 electric locomotives, series 441 and 461, and drafting the tender documents - Modernization of electric locomotives, series 441 and 461 - Technical inspection and an administrative fee for obtaining the exploitation permit for the use of railway vehicles for all traction vehicles.

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **JSC "Serbia Train" and JSC "Serbia Cargo"**
PROJECT NAME:	***Modernization of 50 diesel-electric locomotives, series 661, 642 and 641-300***
STRATEGIC/ LEGAL FRAMEWORK:	• National Strategy for the Accession of the Republic of Serbia to the European Union • Strategy of Economic Development of the Republic of Serbia • Strategy of railway, road, inland waterway, air and intermodal transport development in the Republic of Serbia
PROJECT IMPORTANCE:	• Diesel-electric locomotives, series 661, 642 and 641-300, are intended for the traction of passenger and freight trains, and in the absence of shunting locomotives, they may be deployed for shunting work. Based on the critically reviewed technical condition of these diesel-electric locomotives and their major components and aggregates, it was estimated that outdated technical solutions should be replaced or modernized. The modernization includes the installation of new modern components, assemblies and aggregates instead of the existing ones, which would further enhance the functionality, availability and reliability of these engine trains. • With the proposed project, JSC "Serbia Train" and JSC "Serbia Cargo" would cut back the current and investment maintenance costs and would produce significant financial effect by making higher profits, which would accelerate the development of the railway. This would result in better transport efficiency, the fulfillment of the needs of the national transport services market, the integration into the traffic structure of the neighbouring countries and in the European railway system, as well as in increase in the reliability, traffic safety and company efficiency.
PROJECT STATUS:	• The activities of finding resources for the preparation of necessary documentation are underway and the value of the investment will be defined in such documentation.
INVESTMENT VALUE:	• The value of the project documentation preparation is estimated at 5,000 euros • The value of the modernization is estimated at 45,000,000 euros
PROJECT START DATE:	2016
PROJECT END DATE:	2020
FUNDING:	• The fund raising activities are in progress.
PROJECT DESCRIPTION:	• The project includes the following activities: - Preparation of the technical documentation for the project of modernization of 50 diesel-electric locomotives, series 661, 642 and 641-300 - Modernization of diesel-electric locomotives, series 661, 642 and 641-300 - Technical inspection and an administrative fee for obtaining the exploitation permit for the use of railway vehicles for all traction vehicles.

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **JSC „Serbia train“**
PROJECT NAME:	***Modernization of 15 electric multiply units type 412/416***
STRATEGIC/ LEGAL FRAMEWORK:	• National EU Pre-Accession Strategy of the Republic of Serbia • Economic development strategy of Serbia • Strategy of railway, road, inland waterway, air and intermodal transport development in the Republic of Serbia
PROJECT IMPORTANCE:	• The program of the transport means modernization directly affects the modernization of transport in the country and is strategically important for the country, as it boosts the overall economic development, increases the level of the country traffic connectivity with Europe and creates conditions for substantial involvement of foreign capital in our economic flows. • By means of leveraging the advantages of railway traffic in the mass freight transport, the state traffic policy would be based on more rational principles by cutting back costs and reducing jams on traffic roads. • In addition to the influence on the development of the national transportation system, the modernization of the railway transport means indirectly influences the standard of living and the regional development, both in the vicinity of trunk lines and near regional and local railways characterized by smaller volume of transport. • The modernization of electric multiply units type 412/416 should provide for a successful compliance with timetables and technological processes on the railway, with the aim of rendering railways competitive part of the transportation system. • By means of the proposed project, JSC “Serbia Train“ would score significant saving in current and investment maintenance and would accomplish significant financial effect by generating higher income, which would stimulate faster development of the railway. By means of the project of modernization of the aforementioned electric engine trains, there would be an improvement of structure elements, as well as relevant technical and exploitation characteristics. The increased reliability and safety of these means of transport will generate greater transportation volume.
PROJECT STATUS:	• The fund raising activities for the preparation of necessary documentation are underway and the value of the investment will be defined in the documentation.
INVESTMENT VALUE:	• The value of the project documentation preparation is estimated at 7,500 euros • The value of the modernization is estimated at 15,000,000 euros
PROJECT START DATE:	2018
PROJECT END DATE:	2020
FUNDING:	• The activities of finding the source of funding are ongoing.
PROJECT DESCRIPTION:	• The project includes the following activities: • Preparation of technical documentation for the project of the modernization of 15 electric multiply units type 412/416; • Modernization of electric multiply unit***s*** type 412/416; • Technical acceptance and an administrative tax for obtaining the exploitation permit for the railway transport vehicles.

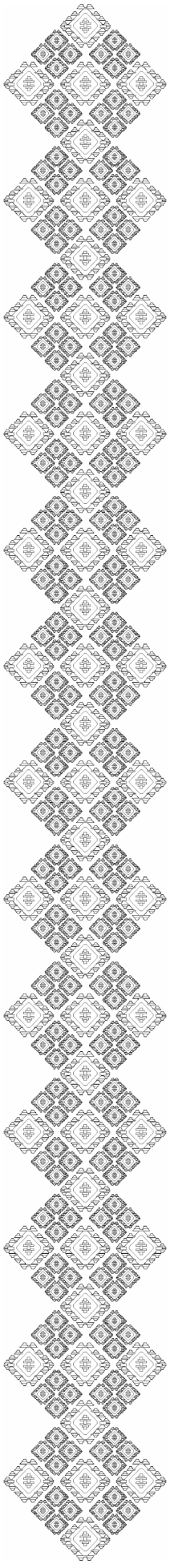
RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **JSC "Serbia Cargo"**
PROJECT NAME:	***Modernization of 2,000 freight wagons***
STRATEGIC/ LEGAL FRAMEWORK:	• National EU Pre-Accession Strategy of the Republic of Serbia • Economic development strategy of Serbia • Strategy of railway, road, inland waterway, air and intermodal transport development in the Republic of Serbia
PROJECT IMPORTANCE:	• he project of the modernization of cargo wagons would improve their technical characteristics and exploitation characteristics. The increased reliability and safety of these means of transport will provide greater volume of transport. • By means of the proposed project, **"**JSC „Serbia Cargo" would score savings in the current and investment maintenance costs and would accomplish faster development of the railway. • By reducing the expenses and improving offer in the transportation market, the productivity of railway would be increased, with long-term effects.
PROJECT STATUS:	• The activities of finding resources for the preparation of necessary documentation are underway and the value of the investment will be defined in such documentation.
INVESTMENT VALUE:	• The value of the project documentation preparation is estimated at 6,000 euros • The value of the modernization is estimated at 40,000,000 euros
PROJECT START DATE:	2016
PROJECT END DATE:	2018
FUNDING:	• The fund raising activities are in progress.
PROJECT DESCRIPTION:	• The project includes the following activities: - Preparation of technical documentation for the project of modernization of cargo wagons of all types and the preparation of bidding documentation; - Modernization of freight wagons. • It is necessary for the modernized freight wagons to satisfy all the standards which are applied in the European railways, i.e. international traffic.

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **JSC "Serbia Cargo"**
PROJECT NAME:	***Acquisition of 1,000 new freight wagons***
STRATEGIC/ LEGAL FRAMEWORK:	• National EU Pre-Accession Strategy of the Republic of Serbia • Economic development strategy of Serbia • Strategy of railway, road, inland waterway, air and intermodal transport development in the Republic of Serbia
PROJECT IMPORTANCE:	• y means of the proposed project, JSC "Serbia Cargo" would score savings in regular and investment maintenance costs and would produce significant financial effect by obtaining higher profits, which would stimulate faster development. • he project of the acquisition of this type of wagons would improve the technical characteristics and exploitation characteristics. The increased reliability and safety of these means of transport will allow for greater volume of transportation. • y reducing the expenses and improving offer in the transport market, the productivity of the railway would increase, with long-term effects.
PROJECT STATUS:	• The activities of finding resources for the preparation of necessary documentation are underway and the value of the investment will be defined in such documentation.
INVESTMENT VALUE:	• The value of the project documentation preparation is estimated at 5,000 euros • The value of the modernization is estimated at 150,000,000 euros
PROJECT START DATE:	2016
PROJECT END DATE:	2025
FUNDING:	• The fund-raising activities are in progress.
PROJECT DESCRIPTION:	• The project includes the following activities: - Preparation of technical and tender documentation; - Acquisition of cargo wagons. - Technical acceptance and an administrative tax for obtaining the exploitation permit for using the railway transport vehicles of the railway network of Republic of Serbia.

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **"Serbia Train" JSC**
PROJECT NAME:	***Modernization of 50 passenger cars***
STRATEGIC/ LEGAL FRAMEWORK:	• National EU Pre-Accession Strategy of the Republic of Serbia • Economic development strategy of Serbia • Strategy of railway, road, inland waterway, air and intermodal transport development in the Republic of Serbia, 2008 – 2015
PROJECT IMPORTANCE:	The project of the modernization of passenger cars would improve the overall transport efficiency and would satisfy the demand of transport services market at the state level. It would also lead to the integration in the transport structure of the surrounding countries and the European railway system, an increase in traffic reliability and safety and an increase in company efficiency. On the other hand, the costs would be reduced significantly, as the planned modernization would result in lower current and investment maintenance costs. The results would also be better exploitation parameters and reduced exploitation costs. By reducing the expenses and improving the offer on the passenger transport market, the productivity of railways would increase, with long-term effects.
PROJECT STATUS:	The activities of finding resources for the preparation of necessary documentation are underway and the value of the investment will be defined in such documentation.
INVESTMENT VALUE:	• The value of the project documentation preparation is estimated at 5,000 euros • The value of the modernization is estimated at 50,000,000 euros
PROJECT START DATE:	-
PROJECT END DATE:	-
FUNDING:	• Fund raising activities are in progress.
PROJECT DESCRIPTION:	• The project includes the following activities: • Preparation of technical and tender documentation for the project of the modernization of passenger cars of all types and the production of bidding documentation; - Modernization of passenger cars; - Technical acceptance and state administrative tax for obtaining the exploitation permit for the usage of railway transport means; - The modernized passenger cars need to satisfy all the standards which are applied in the European railways.

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **"Serbia Train" JSC**
NAME OF PROJECT:	***Reconstruction and modernization of passenger coaches with seats, berths; Modernization, reconstruction and repair of DMUs***
STRATEGIC/ LEGAL FRAMEWORK:	• Serbian National Strategy for Accession to the EU, • Strategy on Economic Development of Serbia, • Strategy of railway, road, inland waterway, air and intermodal transport development in the Republic of Serbia, • General Master Plan for Transport Development in the Republic of Serbia.
PROJECT IMPORTANCE:	• The program of modernization of rolling stock directly affects the transport modernization of the country and it is of strategic importance because it stimulates the overall economic development, increases the quality of transport connections with Europe and creates the conditions for the involvement of foreign capital in our economic flows. • Besides the impact on the development of the transport system of the country, the modernization of railway rolling stock indirectly affects the level of standards of living and development of the region , both along the main railway routes and regional and local railway lines with a smaller volume of transport. • With the proposed project, "Srbija Train" JSC would achieve the savings in the costs of current and investment maintenance and achieve the significant financial effects by attaining higher revenues which would support faster development of railways. • The project of modernization of passenger coaches would lead to the improvements in technical characteristics, and, therefore, the exploitation characteristics of the coaches, i.e. it would increase the safety and reliability of passenger transport. • The project of modernization, reconstruction and repair of DMUs would lead to the improvements in technical characteristics, i.e. it would increase the safety and reliability of passenger transportation. • On the other hand, the costs would be significantly reduced since the modernization would reduce the costs of current and investment maintenance. The exploitation parameters would also be improved and operating costs reduced. • By reducing the costs and improving offer on the passenger transport market, the productivity of railway would increase, and the effects would be long-term.
PROJECT STATUS:	The activities to raise the funds for the production of the required documents are underway, which will show the amount of investment value.
INVESTMENT VALUE:	The estimated value for the production of project documentation amounts to EUR 1,000 and the estimated value of the modernization amounts to EUR 10,000,000
START OF PROJECT:	2016
COMPLETION OF PROJECT:	2017
FUNDING:	EUROFIMA
PROJECT DESCRIPTION:	The project implies modernization and reconstruction of passenger coaches through installation of air conditioners, vacuum toilet systems and battery chargers.

Water transport and navigation safety



RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **Water Directorate**
PROJECT NAME:	***Project of implementation of water level gauging stations and bridge clearance monitoring system***
STRATEGIC/ LEGAL BASIS:	• Waterborne Transport Development Strategy of the Republic of Serbia 2015-2025 (*Official Gazette of RS*, No 004/08) • General Master Plan for Transport in Serbia 2009-2027 • Master Plan for Inland Waterways • Law on Navigation and Ports on Inland Waterways • European Union Strategy for Danube Region • Danube Commission Recommendations • Multi-Annual Plan 2012-2016 on the South East Europe Core Regional Transport Network and Memorandum of Understanding on the South East Europe Core Transport Network
PROJECT IMPORTANCE:	• The project has strategic relevance: According to the newly established classification of waterway corridors in the EU, the Danube is part of Rhine-Main-Danube canal and represents the only inland waterway corridor in the classification. In the Republic of Serbia, 87% of total inland waterborne transport is performed on the Danube river. • The project shall create the necessary preconditions for the following: – The increase of navigation safety – The improvement in transport management of inland waterways – Prevention of accidents – The improvement of efficiency of inland waterborne transport • In addition, the project is related to the conditions for harmonisation with European Commission's White paper and working document: Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system.
PROJECT STATUS:	Planned project
INVESTMENT VALUE:	EUR 8,700,000
PROJECT START DATE:	2017
PROJECT END DATE:	2020
FUNDING:	Funding source not defined
PROJECT DESCRIPTION:	• The objective of this project is to establish an extensive water level gauging station system, the stations for tracking available bridge clearance and to introduce a system for distribution of collected data consisting of a complex communication network of support to direct provision of information related to safety of navigation to participants in the navigation process on the Serbian part of the Danube course. • In Serbia, the official water level data are monitored by the Republic Hydrometeorological Service, which provides the data from 9 water level gauging stations at the following locations: Bezdan, Apatin, Bogojevo, Backa Palanka, Novi Sad, Zemun, Pancevo, Smederevo, and Veliko Gradiste.

	• At the majority of water level gauging stations, the data are read daily. Considering the average inter-station distance of 65 km, it is clear that the water level between two gauging stations can only be measured approximately (based on an adequate model which is a better-case scenario, but not the practice requiring regular calibration which is an expensive method, or by a linear approximation which is not precise). • In addition, daily readings at water level gauging stations do not always reflect water level changes appropriately, and this influences the possibility of providing accurate information about availabe water depths to participants in the navigation process, as well as to official institutions responsible for the safety of navigation and the maintenance of waterways. • By increasing the density of water level gauging stations and reducing inter-station distance, as well as by reducing the time period between two water level readings, the linear approximation of available depths can be considered sufficiently accurate for the purposes of navigation. Combined with other measures, such as regular hydrographic measurements of river beds, planning and decision making process for ship commanders and competent state organs can be significantly improved. Modern water level gauging stations also measure water flow at certain points, which is of key importance for providing up-to-date water level forecast as well as for hydrological modelling.

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **Water Directorate**
PROJECT NAME:	***River training and dredging works on critical sections on the Sava river***
STRATEGIC/ LEGAL BASIS:	• Waterborne Transport Development Strategy of the Republic of Serbia 2015-2025 • General Master Plan for Transport in Serbia (2009) • Strategy of the Railway, Road, Inland Waterway, Air and Intermodal Transport Development in the Republic of Serbia, 2008-2015 (*Official Gazette RS*, No. 4/08) • General Plan and Feasibility Study for Inland Waterborne Transport in Serbia (2006) • Law on Navigation and Ports on Inland Waterways (*Official Gazette of RS*, No. 73/10 and 121/12) • Framework Agreement on the Sava River Basin (FASRB) • Strategy for the Implementation of the Framework Agreement on the Sava River Basin (2011) • Decision 26/06 of the International Commission for the Sava River Basin on the Adoption of Detailed Parameters for Waterway Classification on the Sava River • AGN (European Agreement on Main Inland Waterways of International Importance) • Master Plan for Inland Waterways • European Union Strategy for Danube Region • Danube Commission Recommendations • Multi-Annual Plan 2012-2016 on the South East Europe Core Regional Transport Network and Memorandum of Understanding on the South East Europe Core Regional Transport Network • Joint Statement on Guiding Principles on the Development of Inland Navigation and Environmental Protection in the Danube River Basin • Bilateral agreement between Serbia and Bosnia and Herzegovina on inland navigation and technical maintenance of waterways
PROJECT IMPORTANCE:	• The project is assessed as strategically relevant and has received a high score in PPF5 evaluation (being ranked as 8th among projects in the domain of transport) • The Sava is an international waterway connected with the Danube, which, under the new classification of the main EU transport corridors, is a part of the Rhine-Main-Danube corridor, the only waterway within this classification. Transport volume on the Sava river has been limited due to several critical navigation sections, which influences transport planning and complete integration of this river in sustainable logistics chains. Sabac and Sremska Mitrovica ports are important trans-shipment spots on the Sava river.
PROJECT STATUS:	• Preparation of technical documentation for the critical sections on the Sava river in Serbia has been a subject of project financed through IPA funds for Bosnia and Herzegovina. • The project was cancelled in April 2014. (Until the end of the first half of 2015, the preparation of Environmental impact assessment study, revision of the existing Feasibility study, preparation of preliminary designs, preparation of main designs and tender documentation for hydraulic engineering and the supervision and ecological monitoring over works were planned) • The project was cancelled, thus it is necessary to obtain a new source of funding in order to proceed with the preparation of the necessary technical documentation.

INVESTMENT VALUE:	EUR 9.3 million in total: – EUR 1 million – preparatory activities, revision and update of the existing Feasibility study (ISRBC, 2008), Environmental impact assessment study, approval for the Feasibility study and preliminary designs, preparation of main designs for critical sections with hydraulic structures, tender documentation for the works and for the supervision and ecological monitoring); – EUR 7 million: hydraulic and dredging works; – EUR 1.3 million: supervision and ecological monitoring over the hydraulic works and dredging works.
PROJECT START DATE:	Preparation of the documentation that is missing and attaining requirements, obtaining opinions and consents would last 1.5 years.
PROJECT END DATE:	Works would be executed within the 2-year period from the moment of the completion of preparation of the documentation and the attaining of all requirements and obtaining permits.
FUNDING:	• The project has been proposed for financing within IPA 2014-2020. The project has been assessed as strategically relevant and has received a high score under evaluation by PPF5 (ranked as 8th among projects in the transport sector).
PROJECT DESCRIPTION:	• The purpose of the project is to provide the minimum depth and width of the Sava river waterway in low water level periods. In that manner, navigation conditions on the Sava river would become more predictable in the sense of available waterway dimensions, more reliable in the sense of logistics and transport planning, and more competitive in relation to comparable modes of transport. • Six critical sections for navigation on the Sava river have been determined. • Technical components of the project imply the following: – Involving all interested parties of the project in the regular stakeholder forum (bearing in mind the existence of great number of protected areas and sensitive habitats of endangered species alongside this river section); – Morphological modelling; – Multicriteria analysis and selection of the most favourable solution; – Revision of the Feasibility study and preparation of preliminary designs; – Preparation of the Environmental impact assessment study (in cross-border context for the river section upstream the Drina confluence) – Preparation of main designs (based on the selection of the best solution through the multicriteria analysis) – Preparation of compensation measures related to the environment; – Preparation of tender documentation for hydraulic and dredging works and for the supervision and ecological monitoring of the hydraulic and dredging works (the monitoring includes hydrology, hydrography, biology, quality of sediments, water quality and other ecological parameters) – Realisation of hydraulic engineering works (combination of dredging of river sediments and unsubstantiated hydraulic structures, such as river groynes, brinks, etc.) – Supervision and ecological monitoring over the works (monitoring prior to, during and after the executed hydraulic engineering works). • Project implementation would contribute to the integration of the Sava river in the Pan-European transport network. Project effects are related to the improvement of waterways in other countries upstream. This way only, the Sava river can become a part of the integrated system of inland waterways and can significantly contribute to social-economical development of the Republic of Serbia and of the entire region.

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **Water Directorate**
PROJECT NAME:	***River training and dredging works on critical sections on the joint RS-CRO section of the Danube river (including the preparation of the documentation that is missing)***
STRATEGIC/ LEGAL BASIS:	• Waterborne Transport Development Strategy of the Republic of Serbia 2015-2025 • General Master Plan for Transport in Serbia (2009) • Strategy of the of Railway, Road, Inland Waterway, Air and Intermodal Transport Development in the Republic of Serbia, 2008-2015 (*Official Gazette of RS*, No. 4/08) • General Plan and Feasibility Study for Inland Waterborne Transport in Serbia (2006) • Law on Navigation and Ports on Inland Waterways (*Official Gazette of RS*, No. 73/10 and 121/12) • Danube Commission Recommendations • AGN (European Agreement on Main Inland Waterways of International Importance) • Joint Statement on Guiding Principles on the Development of Inland Navigation and Environmental Protection in the Danube River Basin • European Union Strategy for Danube Region • Bilateral agreement between Serbia and Croatia on inland navigation and technical maintenance of waterways
PROJECT IMPORTANCE:	• The project has strategic relevance and has received a high score within PPF5 assessment. • According to the newly established classification of the main waterway corridors in the EU, the Danube is part of the Rhine-Main-Danube canal and the only inland waterway corridor in this classification. In the Republic of Serbia, 87% of total inland waterborne transport is performed on the Danube river.
PROJECT STATUS:	• The Feasibility study and preliminary designs have been prepared. It is necessary to harmonise technical solutions between the two countries. Heretofore, the following steps have been taken within the Interstate Commission for the Implementation of the Bilateral Agreement: • Adoption of new characteristic navigation levels; • Identification of critical sections (the Croatian party has accepted the critical sections defined by the Water Directorate);
INVESTMENT VALUE:	• EUR 48.5 million in total (including the preparation of complete documentation and the execution of works in both states): – EUR 3.5 million – preparatory activities, including the harmonisation of technical solutions between the two states, Environmental impact assessment study in the cross-border context, approval of the Feasibility study and preliminary designs in both states, main designs for critical sections with hydraulic structures, tender documentation for works and for the supervision and ecological monitoring); – EUR 40 million – hydraulic and dredging works; – EUR 5 million – supervision and ecological monitoring over hydraulic and dredging works.
PROJECT START DATE:	• Preparation of the documentation that is missing and attaining conditions, obtaining opinions and consents from the relevant institutions in both states would last three years.
PROJECT END DATE:	• Works would be executed within a 3-year period from the moment of the completion of the preparation of the documentation and of attaining of all conditions and obtaining all permits.

FUNDING:	• The project has been proposed for financing within IPA 2014-2020. • The project has been assessed as strategically relevant and has received the highest score under evaluation by PPF5.
PROJECT DESCRIPTION:	• The purpose of the project is to provide the minimum depth and width of the joint RS–CRO section of the Danube waterway in low water level periods. In this manner, navigation conditions on the Danube river would become more predictable in the sense of available waterway dimensions, more reliable in the sense of logistics and transport planning, and more competitive in relation to comparable modes of transport. • The total of 17 critical navigation sectors for the joint RS–CRO section of the Danube river has been determined. Feasibility study with preliminary designs has been prepared for these 17 sectors, based on the hydrodynamic modelling results. It is necessary to conduct the morphological modelling for the aforementioned 17 critical sections after which the best possible solutions shall be selected. • Technical components of the project include the following: – Involving all interested parties of the project in the regular stakeholder forum (bearing in mind the existence of great number of protected areas and sensitive habitats of endangered species alongside this segment of the Danube river); – Morphological modelling of all 17 sectors; – Multicriteria analysis and selection of the most favourable solution; – Harmonisation of the Feasibility study and preparation of preliminary designs; – Preparation of the Environmental impact assessment study in cross-border context; – Preparation of the main designs (based on the selection of the best solution through multicriteria analysis) – Preparation of compensation measures with regard to environment; – Preparation of tender documentation for hydraulic and dredging works and for the supervision and ecological monitoring of hydraulic and dredging works (the monitoring includes hydrology, hydrography, biology, quality of sediments, water quality and other ecological parameters) – Realisation of hydraulic engineering works (combination of dredging of river sediments and unsubstantiated hydraulic structures, such as chevrons, river groynes, brinks, etc.) – Supervision and ecological monitoring over the works (monitoring prior to, during and after the performed hydraulic works). • Project implementation would create long-term prospects for the development of inland waterborne transport on the entire Danube river course. Project effects are inextricably connected to the improvement of navigation conditions in other Danube region countries, both upstream and downstream from the project section. This is the only way in which the Danube river can become a part of the integrated system of inland waterways and can significantly contribute to social-economical development of the Republic of Serbia and the entire region.

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **Water Directorate**
PROJECT NAME:	***Project of implementation of voice based VHF system on the Danube river***
STRATEGIC/ LEGAL BASIS:	• Waterborne Transport Development Strategy of the Republic of Serbia 2015-2025 • General Master Plan for Transport in Serbia (2009) • Strategy of the Railway, Road, Inland Waterway, Air and Intermodal Transport Development in the Republic of Serbia, 2008-2015 (*Official Gazette RS*, No. 4/08) • General Plan and Feasibility Study for Inland Waterborne Transport in Serbia (2006) • Law on Navigation and Ports on Inland Waterways (*Official Gazette of RS*, No. 73/10 and 121/12) • European Union Strategy for Danube Region • Danube Commission Recommendations • Multi-Annual Plan 2012-2016 on the South East Europe Core Regional Transport Network and the Memorandum of Understanding on the South East Europe Core Regional Transport Network • Regional Agreement on radiocommunication service for inland waterways.
PROJECT IMPORTANCE:	• The project has strategic relevance. • According to the newly established classification of the main waterway corridors in the EU, the Danube is part of the Rhine-Main-Danube canal and is the only inland waterway corridor within this classification. In the Republic of Serbia, 87% of total inland waterborne transport is performed on the Danube river. • The project shall create the necessary preconditions for the following: – The increase of navigation safety; – Advancement of transport management on inland waterways; – Prevention of accidents; – Improvement of the efficiency of inland waterborne transport. • In addition, the project addresses the conditions for harmonisation with the relevant EU transport *acquis* within the sector of waterways, as follows: – Chapter 14: Transport, sector of waterways – inland waterways and maritime: Regulations 789/2004, 2919/85, Directives 2006/87, 87/540/EC, 2009/46/EC, 2005/44, and 2009/56/EC, 91/672 and 96/50, STCW Convention, Directive 2012/35 amending Directive 2008/106. – Chapter 21: Trans-European networks – Decision No. 884/2004/EC of the European Parliament and of the Council of 29 April 2004 amending the Decision No. 1692/96/EC on Community Guidelines for the development of the trans-European transport network; Decision No. 1692/96/EC of the European Parliament and of the Council of 23 July 1996 on Community Guidelines for the development of trans-European transport network as amended in 2001 and 2004. – White paper and working document of the European Commission: Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system.

PROJECT STATUS:	Planned project
INVESTMENT VALUE:	EUR 4,100,000
PROJECT START DATE:	2017
PROJECT END DATE:	2020
FUNDING:	Funding source not defined
PROJECT DESCRIPTION:	• The objective of the project is to set up voice based VHF communication on the Danube river in the Republic of Serbia so as to enable complete radiotelephone service in accordance with international requirements and standards. • In accordance with the international understanding, formalized through the so-called Basel-RAINWAT (Regional Arrangement on the Radiocommunication Service for Inland Waterways) agreement, the radiotelephone service on inland waterways consists of the following five categories: – Ship-to-ship; – Nautical information; – Ship-to-port authorities; – On board communications; – Public communication (not mandatory). • At the moment, it is not possible to track voice based VHF communication between vessels navigating on the Serbian part of the Danube river, nor is it possible to establish voice based VHF communication between port authorities from remote location of the river bank and the vessels navigating on different sectors of the Danube river; • Harbourmaster's offices, which are within the Ministry of Transport, are the authorities in charge for transport management. The jurisdiction of Harbourmaster's offices alongside the Danube in Serbia has been divided according to geographical principle. The current organization of work and working hours is such that only three out of 10 Harbourmaster's offices work 24 hours a day and have the possibility of uninterrupted transport management and implementation of the revision process. Those are the Harbourmaster's offices in Bezdan, Veliko Gradiste, and Prahovo. Considering the limited human resources and VHF communication which covers the local sector, transport management on the entire Danube river in Serbia is considered rather limited. • The official communication channel on the Danube river is 16th channel (VHF range, 156.8 MHz frequency), which is, at the same time, the international channel for communications and warnings. • The implementation of such system implies installation of network of VHF stations throughout the Serbian sector of the Danube river, connection with communication link, integration into the existing functional RIS system which would add the functions for support to transport management, establishment of services for tracking and management of vessel traffic (VTMS) from remote location and support to navigation process by making it more secure, reliable and competitive.

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **Sector for Waterborne Transport and Navigation Safety**
PROJECT NAME:	***Project for technical support and institutional capacity building in the Sector for Waterborne Transport and Navigation Safety***
STRATEGIC/ LEGAL BASIS:	• Waterborne Transport Development Strategy of the Republic of Serbia 2015-2025 • Law on Navigation and Ports on Inland Waterways (*Official Gazette of RS*, No. 73/10 and 121/12) • Law on Ministries (*Official Gazette of RS*, No. 44/2014), • Law on Amendments to the Law on the Budget of the Republic of Serbia for 2014 (*Official Gazette of RS*, No. 116/14)
PROJECT IMPORTANCE:	• To create conditions for the Sector for Waterborne Transport and Navigation Safety to achieve greater reliability and efficiency of work. Bearing in mind the technical and technological progress, and the modern modes of communication, it is important to provide technical support to the staff so as to simplify the work process and to enable timely reactions to set requirements.
PROJECT STATUS:	• Planned project
INVESTMENT VALUE:	• EUR 30,000.00 for the complete computer equipment
PROJECT START DATE:	2016
PROJECT END DATE:	2018
FUNDING:	Budget of RS
PROJECT DESCRIPTION:	• 35 employees in the Harbourmaster's Offices and 10 employees in the Sector for Waterborne Transport and Navigation Safety. • The project provisions for the purchase of 45 computers, 20 printers and 15 scanners – in order to complete it with BASIC IT equipment • Bearing in mind the outdated equipment and, subsequently, their frequent malfunctions, and blocks to and delays in responding to set requirements, it is necessary to obtain new computer equipment which shall be able to follow the IT progress (hardware and software), or an operative system which provides the option for monitoring, word processing, images, presentations etc. In addition, this new technology provides more humane working conditions (anti-radiation protection for the employees, considering the time period spent in front of the computer), as well as environmental protection.

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure**
PROJECT NAME:	***Renovation or maintenance works of Harbourmaster's offices***
STRATEGIC/ LEGAL BASIS:	• Waterborne Transport Development Strategy of the Republic of Serbia 2015-2025 • Law on Navigation and Ports on Inland Waterways (*Official Gazette of RS*, No. 73/10 and 121/12) • Law on Ministries (*Official Gazette of RS*, No. 44/2014) • Rulebook on Internal Organization and Job Classification in the Ministry of Construction, Transport and Infrastructure, July 2014; • Law on Amendments to the Law on the Budget of the Republic of Serbia for 2014 (*Official Gazette of RS*, No. 116/14)
PROJECT IMPORTANCE:	• Improving the Harbourmaster's offices to the level which enables optimal functioning
PROJECT STATUS:	Planned project
INVESTMENT VALUE:	EUR 51,300.00
PROJECT START DATE:	2016
PROJECT END DATE:	2018
FUNDING:	Budget of RS
PROJECT DESCRIPTION:	• The tasks preformed within the Sector for Waterborne Transport and Safety of Navigation relate to the following: organization and securing of waterborne transport and safety of navigation; strategy for the development of infrastructure on waterways; monitoring and implementation of multilateral and bilateral agreements in the area of waterborne transport; cooperation with international organizations in the area of waterborne transport; monitoring the movement status of vessels or their stopping; inspection supervision; plans and development in waterborne transport system; taking measures to encourage the development of waterborne transport; safety of the technical-technological system of waterborne transport; building and reconstruction of facilities for navigation safety; regulation works on inland waterways; keeping record files of vessels and records on: vessels, crew, navigation, state of the waterway, and facilities for the navigation safety. • Harbourmaster's offices and Harbour branch offices are regional units of the Ministry that perform administrative, technical and other professional tasks which ensure the navigation safety and which apply to the following: entry-exit revisions on river border crossings in cooperation with other competent bodies; monitoring the movement and stopping of vessels; vessel traffic service (VTS); issuing ship documents and logs, issuing personal and other documents to crew members of vessels; carrying out technical and other professional tasks in the area of navigation; determining boats' and floaters' capability for sailing or floating; collecting statistical data about waterborne transport on waterways; preparation and data processing; reaching decisions on vessel registration; keeping ship and other vessels' registries and record files on vessels, crew, navigation and state of the waterway; implementation of navigation procedure during wartime and taking measures in emergency situations in collaboration with the Ministry in charge of interior affairs (search and rescue), etc. • Some activities are ongoing or implemented through public procurement in 2015 • <u>Bearing in mind the aforementioned, it is necessary to provide:</u> - Flags and notice boards on facilities where the official premises of the Harbourmaster's offices and their branch offices are located, with the inscription of the Ministry of Construction, Transport and Infrastructure, in the amount of EUR 1,300.00 - Construction works on maintenance of the existing facilities for Harbourmaster's offices in Smederevo, Veliko Gradiste, Kladovo, Belgrade and Apatin (painting, procurement and joinery installations, arranging sanitary blocks, electrical and other installations, closets, desks and chairs) in amount of EUR 50,000.00

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **Sector for Waterborne Transport and Safety of Navigation**
PROJECT NAME:	***Providing equipment for 12 Harbourmaster's offices and Harbour branch offices as part of the Sector for Waterborne Transport and Safety of Navigation and the Sector for Inspection Supervision***
STRATEGIC/ LEGAL BASIS:	• Waterborne Transport Development Strategy of the Republic of Serbia 2015-2025 • Law on Navigation and Ports on Inland Waterways (*Official Gazette of RS*, No. 73/10 and 121/12) • Law on Ministries (*Official Gazette of RS*, No. 44/2014) • Rulebook on Internal Organization and Job Classification in the Ministry of Construction, Transport and Infrastructure, July 2014; • Law on Amendments to the Law on the Budget of the Republic of Serbia for 2014 (*Official Gazette of RS*, No. 116/14)
PROJECT IMPORTANCE:	• Improving functionalities of Harbourmaster's offices to the level which enables adequate provision of services to interested parties
PROJECT STATUS:	Planned project
INVESTMENT VALUE:	EUR 380,000.00
PROJECT START DATE:	2016
PROJECT END DATE:	2018
FUNDING:	Budget of RS/Donation
PROJECT DESCRIPTION:	• In the Sector for Waterborne Transport and Safety of Navigation, the tasks performed apply to the following: organization and securing of waterborne transport and navigation safety; strategy for the development of infrastructure on waterways; monitoring and implementation of multilateral and bilateral agreements in the area of waterborne transport; cooperation with international organizations in the area of waterborne transport; monitoring of movement and stopping of vessels; inspection supervision; plans and development within the waterborne transport system; taking measures to encourage the development of waterborne transport; safety of the technical-technological system of waterborne transport; building and reconstruction of facilities for navigation safety; regulation works on inland waterways; keeping record files of vessels and records on: vessels, crew, navigation, state of the waterway, and facilities for the navigation safety. • Harbourmaster's offices and Harbour branch offices are regional units of the Ministry that perform administrative, technical and other expert tasks which ensure the safety of navigation and which apply to the following: entry-exit revisions on river border crossings in cooperation with other competent bodies; monitoring movement and stopping of vessels; vessel traffic service (VTS); issuing ship documents and logs, issuing personal and other documents to vessel crew members; performing technical and other expert tasks in the area of navigation; determining boats' and floaters' capability for sailing or floating; collecting statistical data about waterborne transport on waterways; preparation and data processing; reaching decisions on vessel registration; keeping ship and other vessels registries and record files on vessels, crew, navigation and state of the waterway; implementation of navigation procedure during wartime and taking measures in emergency situations in collaboration with the ministry in charge of interior affairs (search and rescue), etc. • The Department for inspection activities regarding safety of navigation within the Sector for Inspection Supervision conducts inspection supervision within the laws and other regulations in the area of waterborne transport. • <u>Bearing in mind the aforementioned, it is necessary to provide the following:</u> - Overhaul of 3 existing boats and purchase of 2 new boats for regular activities of Harbourmaster's offices and Harbour branch offices in the Sector for Waterborne Transport and Safety of Navigation and the Sector for Inspection Supervision in the amount of EUR 240,000.00; - Procurement, installation and maintenance of the RIS equipment for 5 boats in the amount of EUR 50,000.00; - Provision of fuel and regular maintenance for all boats in the amount of EUR 90,000.00

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **Sector for Waterborne Transport and Navigation Safety**
PROJECT NAME:	***Printing of all certificates for professional titles in inland and maritime navigation and for motor boat operators***
STRATEGIC/ LEGAL BASIS:	• Waterborne Transport Development Strategy of the Republic of Serbia 2015-2025 • Maritime Navigation Law (*Official Gazette of RS*, No. 87/11, 104/13) • Law on Navigation and Ports on Inland Waterways (*Official Gazette of RS*, No. 73/10 and 121/12) • Law on Ministries (*Official Gazette of RS*, No. 44/2014) • Rulebook on Internal Organization and Job Classification in the Ministry of Construction, Transport and Infrastructure, July 2014; • Law on Amendments to the Law on the Budget of the Republic of Serbia for 2014 (*Official Gazette of RS*, No. 116/14) • Regulation on Professional Titles, Requirements for Obtaining a Professional Title and Certification of Seafarers (*Official Gazette of RS*, No. 16/14) • International Convention on Standards of Training, Certification and Watchkeeping for Seafarers – STCW Convention
PROJECT IMPORTANCE:	• Improving functionalities of Harbourmaster's offices to the level which enables adequate provision of services to interested parties.
PROJECT STATUS:	Planned – Annual activities
INVESTMENT VALUE:	EUR 70,000.00
PROJECT START DATE:	2016
PROJECT END DATE:	2018
FUNDING:	Budget of RS
PROJECT DESCRIPTION:	• The project includes printing of forms of navigation permits, certificates for motor boat operators, forms of ship documents and ship logs (navigational certificates, etc.). The aforementioned is necessary for performing of regular activities within jurisdictions. • For issuance of the aforementioned forms, the clients pay the prescribed administrative fee.

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure**
PROJECT NAME:	***Database of issued authorizations (identification documents) for crew members in maritime and inland navigation.***
STRATEGIC/ LEGAL BASIS:	• Waterborne Transport Development Strategy of the Republic of Serbia 2015-2025 • Maritime Navigation Law (*Official Gazette of RS*, No. 87/11, 104/13) • Law on Navigation and Ports on Inland Waterways (*Official Gazette of RS*, No. 73/10 and 121/12) • Regulation on Professional Titles, Requirements for Obtaining a Professional Title and Certification of Seafarers (*Official Gazette of RS*, No. 16/14) • International Convention on Standards of Training, Certification and Watchkeeping for Seafarers – STCW Convention
PROJECT IMPORTANCE:	• Improving functionalities of Harbourmaster's offices to the level which enables adequate provision of services and responding to requests of interested institutions and persons (monitoring of the authorizations issued in Serbia).
PROJECT STATUS:	Planned project
INVESTMENT VALUE:	Preliminary estimated value of the investment is EUR 50.000
PROJECT START DATE:	2016
PROJECT END DATE:	2018
FUNDING:	IPA
PROJECT DESCRIPTION:	• The project includes the procurement of hardware and system software, production of applicative software and staff training.

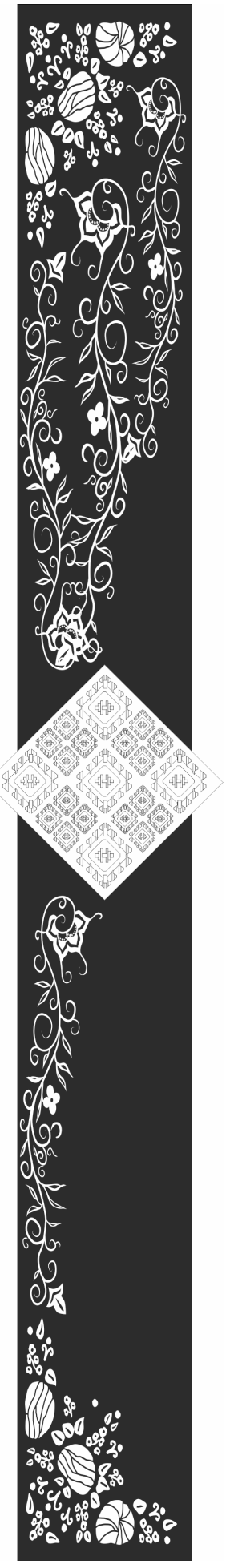
RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure**
PROJECT NAME:	***Purchase of company cars for 12 Harbourmaster's offices***
STRATEGIC/ LEGAL BASIS:	• Waterborne Transport Development Strategy of the Republic of Serbia 2015-2025 • Law on Navigation and Ports on Inland Waterways (*Official Gazette of RS*, No. 73/10 and 121/12) • Law on Ministries (*Official Gazette of RS*, No. 44/2014) • Regulation on Professional Titles, Requirements for Obtaining a Professional Title and Certification of Seafarers (*Official Gazette of RS*, No. 16/14); • Law on Amendments to the Law on the Budget of the Republic of Serbia for 2014 (*Official Gazette of RS*, No. 116/14)
PROJECT IMPORTANCE:	• Improving functionalities of Harbourmaster's offices and Harbour branch offices to a higher level of operations which enables adequate reaction and responding to requests within their jurisdictions in the areas of several relevant municipalities and cities.
PROJECT STATUS:	Planned project.
INVESTMENT VALUE:	EUR 70,000.00
PROJECT START DATE:	2016
PROJECT END DATE:	2018
FUNDING:	Budget of RS/Donation
PROJECT DESCRIPTION:	• Harbourmaster's offices and Harbour branch offices are regional units of the Ministry that perform administrative, technical and other expert tasks ensuring the safety of navigation and which apply to the following: entry-exit revisions on river border crossings in cooperation with other competent bodies; monitoring movement and stopping of vessels; vessel traffic service (VTS); issuing ship documents and logs, issuing personal and other documents to vessel crew members; performing technical and other expert tasks in the area of navigation; determining boats' and floaters' capability for sailing or floating; collecting statistical data about waterborne transport on waterways; preparation and data processing; reaching decisions on vessel registration; keeping ship and other vessels registries and record files on vessels, crew, navigation and state on the waterway; implementation of navigation procedure during wartime and taking measures in emergency situations in collaboration with the Ministry in charge of interior affairs (search and rescue), etc. • Each of the existing 12 Harbourmaster's offices and Harbour branch offices performs management tasks in several relevant municipalities and cities. Bearing in mind the aforementioned, it is necessary to provide company cars for 12 Harbourmaster's offices and Harbour branch offices.

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure**
PROJECT NAME:	***Construction of new and modernization of the existing ports with intermodal terminals on the territory of the Republic of Serbia***
STRATEGIC/ LEGAL BASIS:	• Waterborne Transport Development Strategy of the Republic of Serbia 2015-2025 • Law on Navigation and Ports on Inland Waterways (*Official Gazette of RS*, No. 73/10 and 121/12) • Law on Spatial Plan of the Republic of Serbia 2010-2020 (*Official Gazette of RS*, No. 88/10) • General Master Plan for Transport in Serbia (2009) • Strategy of the Railway, Road, Inland Waterway, Air and Intermodal Transport Development in the Republic of Serbia, 2008-2015 • General Plan and Feasibility Study for Inland Waterborne Transport in Serbia (2006)
PROJECT IMPORTANCE:	• The objectives in priority area 1A of the Danube Region Strategy – "To improve mobility and multimodality: inland waterways" are the increase of cargo transport on rivers by 20% by 2020 as compared to 2010, the removing of obstacles to navigation considering the specifics of each of the Danube sectors and its navigable tributaries, as well as establishing of the efficient management of the infrastructure of inland waterways. • Inland navigable waterways of the Republic of Serbia include the Danube (588 km), the Sava (211 km), and Tisa (167 km), as well as the network of navigable canals within the Danube-Tisa-Danube Hydro-system (HS DTD – 600km); • The Danube, as a European corridor, is navigable through its entire river course through the Republic of Serbia and constitutes for 85% of the entire goods transport on navigable inland waterways of the Republic of Serbia.
PROJECT STATUS:	• Planned project • Extension of port areas shall be determined after the preparation of adequate documents that will present the needs for the extension of the existing port areas or the construction of ports on new locations.
INVESTMENT VALUE:	• <u>THE DANUBE:</u> – The extension of port area in Apatin. It is necessary to prepare technical documentation which shall highlight the justification of the port positioning, that is, the determining of the port area, construction and the development of the port in Apatin. ≈ EUR 27 million, according to the estimation of local self-government – The extension of port area Bogojevo. Estimated investment value: EUR 3.2 million, superstructure – EUR 2.4 million. – The extension of port area Backa Palanka. Estimated investment value: infrastructure – EUR 5.1 million, superstructure – EUR 5.6 million; – The extension of port area Novi Sad. Estimated investment values: infrastructure – EUR 4.9 million, superstructure – EUR 9.8 million. – The extension of Belgrade port area – The New Belgrade Port, in the vicinity of Pupin bridge; at the moment there is no formal estimation of the financial value of the new port – The extension of port area Pancevo. Estimated investment value: infrastructure – EUR 9.3 million, superstructure – EUR 20.7 million; – The extension of port area Smederevo. Estimated investment value: infrastructure – EUR 22.9 million, superstructure – EUR 34.3 million; – The extension of port area Prahovo. Estimated investment value: infrastructure – EUR 3.0 million, superstructure – EUR 9.8 million;

	• THE SAVA: – The extension of dock area in Sremska Mitrovica. Estimated investment value: infrastructure – EUR 1.7 million, superstructure – EUR 2.0 million; – The extension of dock area in Sabac. Plan documentation of the city of Sabac provisions for the construction of new port basin terminals, on the right bank of the Sava river on the 98th km. The port area of the future Sabac port should be based on the deconcentration model, so as to accomplish the best possible usage of the existing port infrastructure and equipment on the territory of the city. • THE TISA: – The extension of dock area in Senta. Estimated investment value: infrastructure – EUR 3.0 million, superstructure – EUR 4.0 million; • TOTAL: c. EUR 169 million, without estimates for the Belgrade port and Sabac port.
PROJECT START DATE:	• The commencement of the project depends on financing.
PROJECT END DATE:	-
FUNDING:	• The project needs to be presented to potential foreign investors, thus providing the financial means needed for the realization of the project (PPP, concession, etc.)
PROJECT DESCRIPTION:	• The development of intermodal transport has been recognized and defined as one of the factors which could contribute to faster economic development of the Republic of Serbia. There is a partially constructed infrastructure in the Republic of Serbia, both on the railway roads and in ports for the trans-shipment of cargoes. With the existing terminals, there are significant limitations conditioned by the existing locations, outdated equipment and available investments for the development. • The exact amounts for the necessary investments in relation to the extension of port areas shall be determined after the preparation of adequate documents. A constituting part of these documents shall be an evaluation of costs and suggestions for financing of the construction and development plans of certain ports. • The determination of Belgrade Port Area – structure of the new port in Belgrade should include: general cargo terminal, container terminal, bulk cargo terminal, fluid cargo terminal, RO-RO terminal, Hucke pack terminal, and other terminals. Investor: China Environmental Energy Holdings CO. Ltd. Author of the Study: China Environmental Energy Holdings CO. Ltd. Port Position: rkm 1174 left bank of the Danube River – Adopted Govermment's Conclusion 05 No. 337-4275/2015-2 of 03.2015. authorising Deputy Prime Minister and Minister of Construction, Transport and Infrastructure to sign the Memorandum of Understanding on cooperation between the Republic of Serbia and China Environmental Energy Holdings CO. Ltd – Adopted Govermment's Conclusion of the Government 05 No. 337-6722/2015-01 of 18.06.2015. on the appointment of the Serbian part of the Coordination Body in accordance with the Memorandum of Understanding on cooperation between Serbia and China Environmental Energy Holdings CO. Ltd; – Adoption of the Feasibility Study – until 10 December 2015 – Remains to be done: Development of Spatial Plan of "Port of Belgrade and Free Zone" – from December 2015 to September 2016 – Starting procedure for the allocation of port concessions for the new Port of Belgrade – in Spring 2016 • The extension of port area Apatin – Construction of new port in Apatin on the area of c. 160 ha (provided urban planning plan documentation); Construction of the new port in Apatin shall be defined after the preparation of the Feasibility study which shall point out to the position

	of the new port. In accordance with the data on the transport of goods which gravitates toward and from the hinterland of Apatin port, it shall be determined which port terminals are needed. • The extension of port area Bogojevo – Plans for the development of Bogojevo port aiming to specialise this port for trans-shipment and storage of wheat and mineral fertilizers, as well as to enable construction and development of intermodal transport. • The extension of port area Backa Palanka – Plans for the development of Backa Palanka port are strategically focused on the construction of container terminal, fluid cargo terminal, as well as a terminal for trans-shipment and storage of wheat. • The extension of port area Novi Sad – Plans for the development of Novi Sad port include the increase of efficiency for trans-shipment of wheat, raw materials and artificial fertilizers, extension of operative bank – vertical quay, procurement of new trans-shipment mechanization, modernization of information system, construction of container terminal and wheat terminal, reconstruction of industrial gauges and travel network, construction of wheat silos with capacity of 20,000 t; RO-RO and Hucke pack terminals, development of logistics subsystems and additional services. • The extension of port area Beocin. With regard to the average annual circulation of goods (more than 80% of it are plaster and coal for the purposes of the Beocin cement factory), it is necessary to consider a systemic solution for this port in the sense of its incorporation to the port area of Novi Sad port, where the port would be a specialized terminal for bulk cargo within Novi Sad port. • The extension of port area Belgrade – Plans for the development of Pancevo port imply the extension of the port area, construction of new operative bank, construction of new and the rehabilitation of the existing port land traffic roads, open storage areas and industrial gauges within the future broader port area, introduction of multimodal transport systems by constructing container and RO-RO terminals, the possibility to include a navigation canal and a developed operational bank within HIP "Azotara" into the future port area. • The extension of port area Senta – Plans for the development of Senta port need to be strategically determined toward the utilization of the Tisa river potentials as an international waterway. In that sense, a need has been recognized for the construction of silos with driers, cold storage, as well as for the procurement of various other forms of trans-shipping mechanization; • The extension of port area Prahovo – Plans for the development of Prahovo port include construction and extension of the operational bank, procurement of additional portal cranes and the extension of storage capacities. Furthermore, the extension of Prahovo port area implies the construction of dangerous cargo terminal, as well as rehabilitation and re-opening of the existing wheat silos or the construction of a new one. • The extension of dock area Sremska Mitrovica – Plans for the development of the future Sremska Mitrovica port: extension of the port area, construction of a new operational port, construction of storage areas, as well as the procurement of additional trans-shipping mechanization; • The extension of dock area Sabac – Construction of new Sabac port (a preliminary feasibility study has been prepared, the construction of the new port is on the area of "Sabac" Free zone JSC of 35 hectares. The city of Sabac and "Sabac" Free zone JSC agree on joint investment with potential investors, whereby they are willing to offer the land and the developed infrastructure). • The extension of port area Smederevo – Construction of new Smederevo port, on the area of 20 hectares; Development plans: construction and extension of operative bank on the "New port" area and the acquisition of additional portal cranes. The "Old port" location is in the centre of the city of Smederevo, where the construction of exclusively passengers' dock open for international transport is planned. The existing trans-shipping equipment would be dislocated to the "New port" location. Priority investment is the construction of an industrial gauge on the "New port" operational bank location and the connection to the network of industrial gauges within the Steel plan complex.

Air traffic



RESPONSIBLE PARTY:	**The Ministry of Construction, Transportation and Infrastructure** **Civil Aviation Directorate of the Republic of Serbia**
PROJECT NAME:	***Improving the level of security and operability of the tertiary airport network in the Republic of Serbia***
STRATEGIC/ LEGAL BASIS:	• Transport Development Strategy in the Republic of Serbia
PROJECT IMPORTANCE:	• The aim of the project is the evaluation of technical-technological equipment of the first group of tertiary airport network in order to improve the level of security in everyday operations. • The first group of airports consists of the following: Subotica, Zrenjanin, Sremska Mitrovica, Veliko Gradiste, Valjevo, Trstenik, Leskovac, Krusevac, Smederevo, and Bor.
PROJECT STATUS:	• Planning
INVESTMENT VALUE:	• The estimation of an average investment per airport is 12 million RSD– the total investment value is 120 million RSD.
PROJECT START DATE:	2016
PROJECT END DATE:	2020
FUNDING:	• Other sources of funding.
PROJECT DESCRIPTION:	• Tertiary airports need to be equipped with the following: electrical-energy installations, hydrants and hygiene facilities with hydrant installation, telecommunication installation (telephone and Internet connection), fire-fighting equipment, waste management equipment, ambulance and fire-fighting equipment. In the event of using an airport for international purposes in the area of general aviation, airports are to be equipped with skiagraphs for luggage control and metal detector for passenger control. • The airports need to be equipped with crew facilities and passenger areas, as well as special technical and hygiene facilities. Furthermore, it is also necessary to provide hangar areas.

RESPONSIBLE PARTY:	**The Ministry of Construction, Transport and Infrastructure** **JSC Belgrade Airport "Nikola Tesla"**
PROJECT NAME:	***Construction of a new runway*** ***(including the system of adjacent manoeuvre areas, taxiways and aprons)***
STRATEGIC/ LEGAL BASIS:	• Detailed urban development plan of Belgrade Airport, 1989 • Detailed Regulation Plan for Nikola Tesla Airport– in preparation
PROJECT IMPORTANCE:	• The project bears strategic importance considering the condition of the existing runway which requires reconstruction, which is rationally and efficiently impossible to be performed under the conditions of ongoing traffic (currently and in the future). • Another runway provides continual availability of this basic airport resource. • Furthermore, another runway should provide sustainable competitiveness of the airport compared to the airports in wider surrounding, as well as the provision of the needed capacities in the planned period.
PROJECT STATUS:	• Planning
INVESTMENT VALUE:	340,000,000 EUR including the taxiways and system of platforms.
PROJECT START DATE:	2016
PROJECT END DATE:	2023
FUNDING:	• PSP • Other sources of funding
PROJECT DESCRIPTION:	• New runway (3,400 x 60m) with rapid and regular taxiways system connecting it to the aircraft parking aprons will outline the total area of 2,830,000 sqm. • The project will be realized in phases for the construction of each subsystem which constitutes a functional entity and can be utilized immediately upon construction.

RESPONSIBLE PARTY:	**The Ministry of Construction, Transport and Infrastructure** **JSC Belgrade Airport "Nikola Tesla"**
PROJECT NAME:	***Terminal for the new runway***
STRATEGIC/ LEGAL BASIS:	• Detailed Spatial Plan of the Belgrade Airport, 1989 • Detailed Regulation Plan for Nikola Tesla Airport– in preparation
PROJECT IMPORTANCE:	• The project bears strategic importance – it should provide sustainable competitiveness of the airport compared to the airports in wider surrounding and ensure terminal capacity reserves. The existing terminal facilities can provide annual capacity of five million passengers, with significant investments in reconstruction and enlargement. The passenger number growth trend in the previous period and projections for future show that the existing capacities of the terminal will not be satisfactory by 2025, which could put the airport in situation where it cannot meet the service demands. This investment is in a logical correlation with the construction of the new runway.
PROJECT STATUS:	• Planning
INVESTMENT VALUE:	189,000,000 EUR
PROJECT START DATE:	2016
PROJECT END DATE:	2023
FUNDING:	• PSP • Other sources of funding
PROJECT DESCRIPTION:	• Passengers terminal (126,000 sqm) for the new landing/ take-off strip shall provide the missing capacities for servicing passengers, aircrafts and luggage, improvements in the level of services to passengers and other airport users (airlines, providers of commercial services, and state institutions), and provision of the necessary levels of safety and security in all segments and functional entities. • The project will be realized in phases for the construction of each subsystem which constitutes functional entity and can be utilized immediately upon construction.

RESPONSIBLE PARTY:	**The Ministry of Construction, Transport and Infrastructure** **JSC Belgrade Airport "Nikola Tesla"**
PROJECT NAME:	***Cargo terminal at the new runway***
STRATEGIC/ LEGAL FRAMEWORK:	• Detailed Spatial Plan of the Belgrade Airport, 1989 • Detailed Regulation Plan for Nikola Tesla Airport– in preparation
PROJECT IMPORTANCE:	• The project bears strategic importance. • The existing cargo terminal can only meet the current requirements of cargo traffic with the available technology and capacities and is not in compliance neither with the requirements of the modern multimodal transport and the expected intercontinental air traffic nor is it aligned with the expected expansion of cargo traffic in general. • The cargo terminal at the new runway would provide a more efficient and cost-effective connection with inland traffic flow, as well as the necessary capacities for intermodal transloading on the land side.
PROJECT STATUS:	• Planning
INVESTMENT VALUE:	44,000,000 EUR
PROJECT START DATE:	2017
PROJECT END DATE:	2023
FUNDING:	• PSP • Other sources of funding
PROJECT DESCRIPTION:	• The new cargo terminal is covering the surface of 44,000 sqm and would provide storage and transloading capacities, modern technology and equipment for servicing bulk and air cargo shipments in the modern intermodal transport units (air cargo containers and general purpose containers), as well as modern safety and security technologies and IT and communication systems integrated in the respective systems of other participants in the international and domestic transport. • The terminal will also feature an area for state agencies and providers of commercial services in cargo transport. • The terminal will have necessary carriageways and access roads, as well as parking lots for vehicles and equipment both on the air-side and on the land-side. • The project would refer to a possibility to configure Free Economic zone with a direct connection to the Terminal.

RESPONSIBLE PARTY:	**The Ministry of Construction, Transport and Infrastructure** **JSC Belgrade Airport "Nikola Tesla"**
PROJECT NAME:	***Construction of thermal power plant with electric power block***
STRATEGIC/ LEGAL FRAMEWORK:	• Detailed Spatial Plan of the Belgrade Airport, 1989 • Detailed Regulation Plan for Nikola Tesla Airport– in preparation
PROJECT IMPORTANCE:	• Raising the level of remote heating service quality and reliability across the entire airport complex.
PROJECT STATUS:	• Technical documentation for the thermal power plant has been completed • Technical documentation for the electric power block- thermal power plant substation, is in the final stages of preparation.
INVESTMENT VALUE:	• 3,000,000 EUR for thermal power plant and substations • 500,000 EUR for power transformer substation.
PROJECT START DATE:	2015
PROJECT END DATE:	2018
FUNDING:	• Other sources of funding
PROJECT DESCRIPTION:	• Construction of a thermal power plant with an electric power block consists of a procurement procedure for two lots – the first lot being the construction of the thermal power plant with combined boilers, distributors, substations and other support elements, and the second lot referring to the construction of the power transformer station.

RESPONSIBLE PARTY:	**The Ministry of Construction, Transport and Infrastructure** **JSC Belgrade Airport "Nikola Tesla"**
PROJECT NAME:	***Construction of a hotel and business centre within the airport complex***
STRATEGIC/ LEGAL FRAMEWORK:	• Detailed Spatial Plan of the Belgrade Airport, 1989 • Program/ spatial concept for the A1, B3, B4, B5 and B8 zones of Belgrade Airport complex • Detailed Regulation Plan for Nikola Tesla Airport– in preparation
PROJECT IMPORTANCE:	• Raising the level of services and introducing new types of services generating the development of the entire airport complex, as well as the development of the local community. • Increase of the non-aeronautical revenue share and revenues in general.
PROJECT STATUS:	• The existing plan document and a new plan document in preparation.
INVESTMENT VALUE:	24,000,000 EUR
PROJECT START DATE:	2016
PROJECT END DATE:	2019
FUNDING:	• PSP • Other sources of funding
PROJECT DESCRIPTION:	• Gross construction area of the Hotel amounts to 10,000 sqm and all buildings would be designed to constitute a single functional unit. The connection between the Hotel and the existing terminal facilities for passengers will be engineered as a dual solution: a pedestrian bridge over the access roads and toward the transit area at Terminal 1 and Terminal 2, and an underpass towards the international arrivals area at Terminal 2. • Gross construction area of the Business centre will be 5,000 sqm and it is engineered for trade, business and catering facilities, with the aim of upgrading the main amenities of the "East" passenger area. • The building is designed to be a unified functional entity. The connection between the Hotel and the existing terminal facilities for passengers will be engineered as a dual solution: a pedestrian bridge over the access roads and toward the transit area at Terminal 1 and Terminal 2, and an underpass towards the international arrivals area at Terminal 2, which will be available to the visitors of the Business centre.

CONTRACTING AUTHORITY:	**Serbia and Montenegro Air Traffic Services SMATSA LLC**
PROJECT TITLE:	***The construction of an annex to the Air Traffic Control Centre (ATCC) Belgrade building with a new Control Tower Belgrade***
STRATEGIC/ LEGAL BASIS:	• The project is a part of SMATSA LLC Business Strategy and SMATSA LLC Strategic Business Plan. • The implementation of the project is planned after the adoption of the financial plans for the forthcoming years and upon development of the appropriate Main design and obtaining Building permit.
PROJECT SIGNIFICANCE AND ECONOMIC EFFECTS:	• The project bears a strategic importance for both SMATSA LLC, as an air navigation service provider, and the Republic of Serbia, through the development of Nikola Tesla Airport. • Participation of SMATSA LLC in new projects requires additional space in the ATCC Belgrade building, which is necessary for the upgrade of the flight data processing system. On the other hand, an increase in the traffic volume at Nikola Tesla Airport must be accompanied by corresponding expansion of capacities of the air traffic control service, which is the reason why the construction of the new Control Tower Belgrade building is the basic condition for growth and development of Belgrade Airport. For this reason, the construction of the annex to the ATCC Belgrade building, as well as the construction of a new Control Tower Belgrade, has been planned.
PROJECT STATUS:	• The procedure for obtaining the location conditions for the construction of the annex to the ATCC Belgrade building and a new Control Tower Belgrade building is in progress.
INVESTMENT VALUE:	• The estimated approximate value of the project according to the currently available information: 19,870,000 EUR. • This value includes the construction of the annex to the ATCC Belgrade building and a new Control Tower Belgrade, alongside the supporting infrastructure, as well as the provision of new, cutting edge systems for the new tower.
PROJECT COMMENCEMENT:	2016
PROJECT COMPLETION:	2020
FUNDING:	• From Company's own funds.
PROJECT DESCRIPTION:	• The project envisions the construction of the annex to the ATCC Belgrade building in order to ensure the necessary extension of the ATCC Belgrade building, as well as the construction of the Tower building with the dome of a larger surface area than the existing one, all in order to overcome the problems of the installation of the equipment necessary for the provision of air traffic control services at Nikola Tesla Airport and providing adequate environment for ATCO's operational work.

CONTRACTING AUTHORITY:	**Serbia and Montenegro Air Traffic Services SMATSA LLC**
PROJECT TITLE:	***Construction of the new radar station***
STRATEGIC/ LEGAL BASIS:	• Construction of the new radar station is a part of SMATSA LLC Business Strategy in the future period. • It has been envisioned that the project would be realised through several independent service, works and goods procurement procedures, from 2015 to 2018, and upon the adoption of the Financial plans for the forthcoming years and relevant Investment programmes.
PROJECT SIGNIFICANCE AND ECONOMIC EFFECTS:	• The project bears a strategic importance for SMATSA LLC. In the south-eastern part of Serbia (south and east of Vranje) and in the area of interest for SMATSA LLC, with the range of 30 NM from the state border, at lower altitudes of route airspace (below FL200), there is no adequate radar coverage provided by using solely the radar which is under the jurisdiction of SMATSA LLC as the requirement for the double secondary radar coverage in accordance with the EUROCONTROL radar-related standard has not been fulfilled. For that reason, seeking a permanent solution which implies finding a new location for the construction of the radar station was initiated.
PROJECT STATUS:	• The site suitable for the installation of the new radar station has been defined and analyses showing that the radar station can coexist with other systems on this site have been completed. The process of land allocation on the selected site is underway, while the design of the facility and the infrastructure, the construction of the facility, the provision and the installation of the system, are forthcoming.
INVESTMENT VALUE:	• The estimated approximate value: 4,680,000 EUR.
PROJECT COMMENCEMENT:	2015
PROJECT COMPLETION:	2018
FUNDING:	• Own financial assets.
PROJECT DESCRIPTION:	• The Project consists of several phases. The starting point is the selection of the site for locating the future secondary radar and construction of the new radar station, with observing the requirements regarding achieving the desired coverage and consideration of other significant aspects which affect the selection of the site (technical- construction, property- legal, financial, safety, and other aspects). The next phases would be: • land allocation, • engineering of the radar station facility and the necessary infrastructure, • construction of the radar station facility and its connection to the infrastructure, • provision of the secondary radar, • preparation of the technical documentation for the purpose of obtaining the frequencies for the radar operation, • Installation of the new radar in the newly constructed radar station facility.

CONTRACTING AUTHORITY:	**Serbia and Montenegro Air Traffic Services SMATSA LLC**
PROJECT TITLE:	***Improvement of NAV systems SMATSA LLC***
STRATEGIC/ LEGAL BASIS:	• Improvement of NAV systems is a part of SMATSA LLC Business Strategy. It is estimated that the project will be implemented through several independent procurement procedures for provision of navigational aids and systems in the period 2016- 2021 following the adoption of the Financial Plans for the forthcoming years and the relevant Investment Programs.
PROJECT SIGNIFICANCE AND ECONOMIC EFFECTS	• The project would enable completion of the already initiated process of renewal of the dilapidated ground radio-navigation infrastructure in Serbia and Montenegro, as well as the improvement of airport infrastructure at airport "Batajnica" and airport "Constantine the Great" in Nis.
PROJECT STATUS:	• Preparation of project documents.
INVESTMENT VALUE:	The approximate estimated value: 5,600,000 EUR
PROJECT COMMENCEMENT:	2016
PROJECT COMPLETION:	2021
FUNDING:	• Own financial assets.
PROJECT DESCRIPTION:	• The Project consists of several separate procurement procedures: • Provision of 3 DVORs for replacement of the existing VORs in Serbia and Montenegro, as well as 2 ILS/DME systems for replacement of the existing ILS at airport "Batajnica" and for the requirements of precise instrument approach at "Constantine the Great" airport in Nis. Their implementation is planned in the 2016– 2019 period. Procurement of construction works for DVOR and ILS foundations is planned to be implemented in the 2016– 2019 period. • Provision of new NDBs for replacement of the existing ones in Serbia and Montenegro. Their implementation is planned in the 2017– 2021 period. Procurement of modular buildings with diesel power unit and air-conditioning cabinets for replacement of the dilapidated modular buildings for NDB accommodation - execution is planned in 2015– 2018 period. • Provision of VDF systems for replacement of the existing ones at airports in Serbia and Montenegro. The implementation is planned in the 2017– 2019 period.

CONTRACTING AUTHORITY:	**Serbia and Montenegro Air Traffic Services SMATSA LLC**
PROJECT TITLE:	***Upgrade of ATM Flight Data Processing Systems in order to achieve compliance with SESAR programmes initiated by SES II Regulation***
STRATEGIC/ LEGAL BASES :	• Strategic goal of SMATSA LLC is to be compliant with SESAR programmes related to ATM Flight Data Processing Systems. This objective is a part of SMATSA LLC Business Strategy. • The goal of the project is to enable ATM system upgrade in 2017- 2019 period. This project is scheduled to be implemented in phases through software and hardware upgrades and upon adoption of relevant decisions concerning financial plans for the forthcoming years.
PROJECT'S SIGNIFICANCE AND ECONOMIC EFFECTS	• This project has strategic importance since it ensures constant upgrade for the basic system of air traffic control, thus ensuring interoperability and harmonisation with adjacent air traffic control centres. • The final result is achieved by software and hardware upgrades in phases, thus enabling higher reliability of the operational system. This system is implemented within frameworks, as well as accepted by the users, thus enabling better economic results in the final stage.
PROJECT STATUS:	• The Modernisation Plan, alongside milestones and selection of software and hardware upgrade of ATM Flight Data Processing Systems for the period 2017– 2019 period, is in the development process.
INVESTMENT VALUE:	Estimated value of the project, with the latest software version compliant with the valid requirements and regulations, as well as with accompanying hardware is: 15,500,000 EUR.
PROJECT COMMENCEMENT:	2017
PROJECT COMPLITION:	2019
FUNDING:	• Decision on funding method is to be reached; one of the options is the possibility of funding from International Financial Institutions.
PROJECT DESCRIPTION:	DPS system upgrades consist of: • Software tools upgrade for operation support for air traffic control officers (Java), as well as aircraft radar identification system (Enhanced Mode S), • Upgrade of data exchange system with adjacent air traffic control centres using OLDI massages, • Technology and software tools upgrade: safety nets, short term and tactical conflicts detection, • Hardware system upgrade and replacement, • Extension of the test system and simulator for training of air traffic control officers, • System upgrade in compliance with SES regulation standards PBN- part II and III, • Preparation for the development of a new ATM system supporting i4D/SWIM functions.

RESPONSIBLE PARTY	**The Ministry of Construction, Transport and Infrastructure** **The City of Nis – Project Leader** **(Constantine the Great Airport and Regional Development Agency (RDA) South – Project Partners)**
PROJECT NAME:	***Reconstruction of runway, including taxiway construction and apron expansion with the preparation of design and technical documentation***
STRATEGIC/ LEGAL FRAMEWORK:	• Master Plan for Transport in the Republic of Serbia – defined in Annex IV – Air Traffic Development; • The Air Traffic Development Strategy in the Republic of Serbia for 2010-2020, City of Nis Development Strategy; • Nis airport zoning plan with access roads.
PROJECT IMPORTANCE:	• Rehabilitation of the runway leads to the development of the airport infrastructure which increases the quality and safety of air traffic. Improving the airport, as one of the potentials of the southern Serbia region, offers the possibility of increasing the number of passengers on existing routes, as well as the possibility of introducing new routes, thus attracting investors who would invest in the supporting infrastructure and services. • This in turn results in the accumulation of capital on the local level, and also boosts the economic growth and improves the social and economic situation primarily in the city of Nis, but also in the entire region. • The implementation of this project will create conditions for increasing the air traffic volume. The Airport's distinctive features and its major impact on the development of the surrounding region are creating a need for at least seven to ten new employees per position at the airport (according to the European experience and research).
PROJECT STATUS:	• Design and technical documentation must be produced and potential sources of funding identified.
INVESTMENT VALUE:	6,500,000 EUR
PROJECT START DATE:	2016
PROJECT END DATE:	2020
FUNDING:	• The project has been proposed for IPA 2014- 2020 funding.
PROJECT DESCRIPTION:	• The project of the reconstruction of runway including taxiway construction and apron expansion involves partial repair of sections of the existing 2,500 x 45m runway which exhibits cracks and growing deformations as a result of years of exploitation. • The project includes all preparatory works and precisely details the methods for the runway reconstruction, as follows: • Geodetic survey of joints and damages of the runway pavement surface, • Geotechnical researches for the analysis of the existing pavement structure, • Core drilling of asphalt layers, • Laboratory testing of the existing asphalt layers, • Preparation and paving of the runway surfaces, • Construction of the taxiway with the total length of 2,900m and width of 23m involves works on excavation, compacting and surfacing with asphaltic concrete. The taxiway physically connects the end of the runway on the west side (threshold 11) with the apron. It runs in parallel with the runway. The project also envisions the construction of the taxiway which is the shortest link between the new apron and the physical end of the runway on the east side (threshold 29). The existing 275 x 100m apron will be expanded substantially to new dimensions of 830 x 123m, which will increase the number of parking positions for the aircrafts.

RESPONSIBLE PARTY:	**The Ministry of Construction, Transport and Infrastructure** **The City of Nis – Project Leader** **(Constantine the Great Airport and Regional Development Agency (RDA) South – Project Partners)**
PROJECT NAME:	***Adaptation and extension of the existing airport terminal, including preparation of design and technical documentation***
STRATEGIC/ LEGAL FRAMEWORK:	• Master Plan for Transport in the Republic of Serbia – defined in Annex IV – Air Traffic Development; • The Air Traffic Development Strategy in the Republic of Serbia for 2010-2020; • City of Nis Development Strategy; • Nis airport zoning plan with access roads.
PROJECT IMPORTANCE:	• Reconstruction and extension of the airport terminal building leads to the increase of quality and safety of air traffic. Improving the airport, as one of the potentials of the southern Serbia region, offers the possibility of increasing the number of passengers on existing routes, as well as the possibility of introducing new routes, thus attracting investors who would invest in the supporting infrastructure and services. • This in turn results in the accumulation of capital on the local level, as well as a boost of economic growth and improvement of social and economic situation primarily in the city of Nis, but also in the entire region. • On the other hand, introduction of new routes, as a result of an improvement of infrastructure and implementation of modern work and business standards, will attract a greater number of tourist to this region. Use of modern technologies reduces the price of certain services and products, thereby increasing the airport revenues and the economic growth of the people operating within supporting activities, as well as affecting the related results which are to be achieved by the means of this project.
PROJECT STATUS:	• Design and technical documentation must be produced and potential sources of funding identified.
INVESTMENT VALUE:	5,400,000 EUR
PROJECT START DATE:	2016
PROJECT END DATE:	2020
FUNDING:	The project has been proposed for IPA 2014 -2020 funding.
PROJECT DESCRIPTION:	• The dimensions of the existing terminal building are 47 x 30m. Passenger terminal features the following facilities: check-in, passport control, customs control and x-ray screening; lobbies and waiting rooms for departing passengers; baggage sorting area; baggage claim, lobby for receiving the arriving passengers, shops, cafeterias, as well as offices of the airport personnel, representatives of airlines and travel agencies • Upon a thorough inspection of the state of the terminal building, the recommendations issued by the technical institutions in charge of the building construction and the technical service of the Civil Aviation Directorate were to carry out the reconstruction and expansion of the terminal building so that the passengers' transit, stay and use of the airport services would be in compliance with the laws and regulations related to the air traffic. • The existing terminal building will be expanded and reconstructed to include more check-in desks, and provide better reception of luggage, with a more spacious lobby that will provide greater comfort to the passengers, both at the departure and arrival gates. All works will be done in compliance with the new laws and regulations, thus increasing the safety to the highest possible level. New design solutions will also lead to the increase of revenues of the supporting activities.

RESPONSIBLE PARTY	**The Ministry of Construction, Transport and Infrastructure** **The City of Nis – Project Leader** **(Constantine the Great Airport and Regional Development Agency (RDA) South – Project Partners)**
PROJECT NAME:	***Reconstruction of the power supply of the Nis airport marking and lighting system – approach lights CAT I***
STRATEGIC/ LEGAL FRAMEWORK:	• Master Plan for Transport in the Republic of Serbia – defined in Annex IV – Air Traffic Development; • The Air Traffic Development Strategy in the Republic of Serbia for 2010- 2020; • City of Nis Development Strategy; • Nis airport zoning plan with access roads.
PROJECT IMPORTANCE:	• Developing airport infrastructure also leads to the development of services, as well as the increase of quality and quantity of the services provided by the Airport. • This in turn results in the accumulation of capital at the local level, as well as a boost in economic growth and improvement of social and economic situation primarily in the city of Nis, but also in the entire region. • On the other hand, introduction of new routes, as a result of an improvement of infrastructure and implementation of modern work and business standards, will increase the airport revenues and the economic growth of the people dealing operating within the supporting activities and will affect the related results to be achieved by the means of this project.
PROJECT STATUS:	• Design and technical documentation has been prepared and potential sources of funding identified.
INVESTMENT VALUE:	1,500,000 EUR
PROJECT START DATE:	2016
PROJECT END DATE:	2018
FUNDING:	• Commercialisation
PROJECT DESCRIPTION:	• The project will ensure the unification of the technological solutions for the supply of power to the marking and lighting system entirely from one place in the civilian part, and it will ensure remote monitoring via the control station of the integrated monitoring and management system of the lighting units, radio navigation equipment and power supply. Moreover, this project provisions for the addition of new precision approach lights CAT 1. The expansion of the existing and creation of new cable ducts for the power and telecommunication cables are stipulated by this project as well. Furthermore, a new cable duct system will be installed at CAT 1 approach and at the part of the runway which is not fitted with a sufficient quantity of it. • All solutions defined by the main design are consistent with the technological and power supply requirements, as well as the appropriate constant current regulators and the intended application of the integrated system. • The project also envisions a system for the management and monitoring of the following subsystems: - Marking and lighting of runway and other manoeuvring areas; - Ground radio navigation devices; - Meteorological equipment; - Power plants and auxiliary power sources; - Apron reflector lighting; - System for management and monitoring of distant objects via ground radio navigation devices; - Fire protection system. • The system provides: - Instructions for the operation of services in emergency and hazardous situations; - Instructions for monitoring traffic conditions in visibility categories ICAO for A/P Nis; - Storing operational data.

RESPONSIBLE PARTY:	**The Ministry of Construction, Transport and Infrastructure** **The City of Nis – Project Leader** **(Constantine the Great Airport and Regional Development Agency (RDA) South – Project Partners)**
PROJECT NAME:	***Logistic development zone Nis***
STRATEGIC/ LEGAL FRAMEWORK:	• The implementation of the construction project "Logistic development zone Nis" began in early 2012, after the EU MISP Program (which is being implemented by EPTISA consulting company) began preparing a Feasibility Study for the stated project.
PROJECT IMPORTANCE:	• The project gives rise to the opportunity to use intermodal transport and interconnection for the road, railway and air traffic. The project implementation and the foundation of a centre will create the conditions for offering adequate manpower, financial possibilities for the development of entrepreneurship and logistics, attracting investments, industrial reallocation, improvement of relations within the local business community and creating conditions for increasing the activities of the same community, as well as establishing new companies in highly profitable fields.
PROJECT STATUS:	• The EU MISP Program has prepared the Feasibility Study. The preliminary design needs to be prepared, as well as an IPA application.
INVESTMENT VALUE:	10,000,000 EUR
PROJECT START DATE:	2016
PROJECT END DATE:	2020
FUNDING:	• The project has been proposed for IPA 2014- 2020 funding
PROJECT DESCRIPTION:	• Initially the project envisions basic infrastructure with the area of around 26 ha at Constantine the Great Airport and the construction of the first logistic centre facility with the area of around 20,000 sqm. The value of the project has been estimated at almost 20 million Euros. Later on, during the project elaboration (Feasibility Study), it was agreed, primarily due to financial viability and feasibility, that the project would focus on the construction of the primary and secondary infrastructure on the entire site with the construction of the main elements of the logistic centre with the area of almost 30 ha. • The City of Nis is in the final stage of preparing the Detailed Regulation Plan of the Airport, which elaborates on the entire area of Constantine the Great Airport with the protection zones, according to the Civil Aviation Directorate.

RESPONSIBLE PARTY:	**The Ministry of Construction, Transport and Infrastructure** **The City of Nis – Project Leader** **(Constantine the Great Airport and Regional Development Agency (RDA) South – Project Partners)**
PROJECT NAME:	***Development and implementation of the project of integrated security and protection system (video surveillance, access control, surveillance control), as well as the outhouse construction and perimeter construction (fencing and the road along the fencing) of the Nis Airport complex***
STRATEGIC/ LEGAL FRAMEWORK:	• Air Traffic Law, • National Civil Aviation Security Program, • Rules for Authorization of Security Checks, • ICAO Regulations.
PROJECT IMPORTANCE:	• The specific purpose and importance of the Nis Airport complex demand for an obligatory strict control of the passengers, luggage, goods, employees and visitors movement through a restricted area • The safety measures defined in the project are a prerequisite for a permanently high safety level of the Nis Airport complex. • The general aim of the project is to define all necessary parameters for the practical implementation and desired efficiency. Basically, the project should define the requirements for an adequate and reliable method of detection of any unauthorized access and stay in the predefined narrow perimeter areas of the complex buildings, in terms of breaches of crossing, and requirements for immediate reporting of such incidents to the Security Control Centre. • The activities which are to be performed within works on the Airport complex construction are clearing of the site of any vegetation and trees, as well as the ground levelling due to a number of ditches, holes and mounds. Also, the ground should be roughly prepared by the means of construction mechanisation. The road on the inside of the fencing can be paved with ground stone. Minimum width of the paved road should be 2.5 m. • In accordance with the high standards and trends in the security field implemented at other international airports and in order to contribute to the prevention of criminal activities, sabotages or diversions, as well as to ensure the highest possible security level at Nis Airport, any inadequate elements of the security system need to be eliminated, whereas the requirements for a reliable system at Constantine the Great Nis Airport reviewed.
PROJECT STATUS:	• The project design and technical documentation is to be developed, and the potential funding sources identified.
INVESTMENT VALUE:	2,000,000 EUR
PROJECT START DATE:	2016
PROJECT END DATE:	2018
FUNDING:	Commercialisation.
PROJECT DESCRIPTION:	• Detection of unauthorized access and stay. • Modern and adequate electronic system of detection and indication of an unauthorized access and stay in narrow perimeter areas along the entire outer limit (fencing) line of the building complex, as well as inside the major interior complex areas: the hall and restaurant, arriving and departing gates (for passengers), and sorting area (for luggage). • The cameras which are to be mounted in the perimeter area along the fencing need to be selected from the highest quality products of the kind. • The part of the equipment to be installed which can be easily reached by passengers (electrical distribution cabinet etc.) need to have such protection which would ensure timely engagement of the security personnel and equipment. • The complex area not restricted to the passengers should be covered by cameras for personal re-identification.

RESPONSIBLE PARTY:	**Serbia and Montenegro Air Traffic Service SMATSA LLC Belgrade** **The Ministry of Construction, Transport and Infrastructure** **The City of Nis – Project Leader** ***(*Constantine the Great Airport and Regional Development Agency (RDA) South – Project Partners)**
PROJECT NAME:	**Procurement and integration of navigation system for precise instrumental landing (ILS CAT I)**
STRATEGIC/ LEGAL FRAMEWORK:	• Master Plan for Transport in the Republic of Serbia – defined in Annex IV – Air Traffic Development • The Air Traffic Development Strategy in the Republic of Serbia for 2010-2020 • City of Nis Development Program for 2014
PROJECT IMPORTANCE:	• The integration of a precise instrumental landing system will create the conditions for improving the quality and enhancement of safety of air traffic at the Constantine the Great Airport in Nis. The modernization of the airport, as one of the potentially profitable resources in the southern Serbia region, will provide an opportunity to increase the number of passengers on the existing routes, as well as the opportunity to introduce new routes and attract investors who would invest in the supporting infrastructure and services. • Consequently, this will give rise to the local accumulation of capital, as well as boost economic growth and improve social and economic situation in the city of Nis and the entire region. • On the other hand, the introduction of new routes will attract a larger number of tourists to the region, which would improve infrastructure and help implement modern working and business standards.
PROJECT STATUS:	• The required technical documentation needs to be prepared (obtaining prerequisites from the relevant institutions, which are necessary for further design)
INVESTMENT VALUE:	1,500,000 EUR
PROJECT START DATE:	2016
PROJECT END DATE:	2017
FUNDING:	• Serbia and Montenegro Air Traffic Service SMATSA LLC. Belgrade/ Republic of Serbia
PROJECT DESCRIPTION:	• ILS CAT I is intended for navigation procedures for precise instrumental landing and it enables lateral and vertical instrumental guidance. The limitation surfaces of obstacles are thus less restrictive than the surfaces applicable in case of imprecise landing such as VOR/DME or NDB/DME. • Integration of the ILS requires wider consideration of the terrain configuration. It is necessary to find a solution which will enable the establishment of ILS landing at the airport which minimally deviates from the ICAO criteria for navigation procedures preparation, while maintaining an acceptable level of operational safety.

RESPONSIBLE PARTY:	**The Ministry of Construction, Transport and Infrastructure** **"Ponikve" Airport Public Company**
PROJECT NAME:	***Upgrading the airport firefighting category (Rescue & Fire Fighting Category 5)***
STRATEGIC/ LEGAL FRAMEWORK:	• Regulation on Rescue and Fire Fighting Services at Aerodromes (*Official Gazette of RS*, No 30/2005, dated 05 April, 2005) • Air Traffic Law of the Republic of Serbia (*Official Gazette of RS*, No 73/10, 57/11) • Preliminary Design of the "Ponikve" Airport
PROJECT IMPORTANCE:	• Handling larger passenger aircrafts (with more than 100 seats) – Airbus, Boeing. • Handling larger aircrafts would ensure organized arrival of a large number of foreign tourists (improvement in development of truism, attraction of foreign and domestic investors to the entire region of western Serbia).
PROJECT STATUS:	• The plan stipulates gradual upgrading of the airport rescue and firefighting category to Category 5 (partial procurement of the rescue and firefighting equipment)
INVESTMENT VALUE:	EUR 1,200,000
PROJECT START DATE:	2016
PROJECT END DATE:	2017
FUNDING:	• "Ponikve" Airport Public Company, City of Uzice, Nikola Tesla Airport, Municipality of Cajetina.
PROJECT DESCRIPTION:	• The airport already has part of the equipment required by the Regulation. Following the inflow of the financial resources and implementation of the donations, the conditions for upgrading to the rescue and firefighting Category 5 shall be created.

RESPONSIBLE PARTY:	**The Ministry of Construction, Transport and Infrastructure** **"Ponikve" Airport Public Company**
PROJECT NAME:	***The airport platform construction***
STRATEGIC/ LEGAL FRAMEWORK:	• Air Traffic Law of the Republic of Serbia (*Official Gazette of RS*, No 73/10, 57/11) • Preliminary Design of the Ponikve Airport • ANNEX 14, ICAO • Regulation on Aerodromes (*Official Gazette of RS*, No 23/12 and 60/12)
PROJECT IMPORTANCE:	• Providing the area for handling the arriving and departing aircrafts.
PROJECT STATUS:	• The preliminary design of the aircraft has been developed as the basis for development of a detailed design of the airport platform for the aircraft arrival and departure handling.
INVESTMENT VALUE:	1,670,000 EUR
PROJECT START DATE:	2016
PROJECT END DATE:	2018
FUNDING:	• "Ponikve" Airport Public Company, City of Uzice, Municipality of Cajetina, the Republic of Serbia
PROJECT DESCRIPTION:	• The airport platform is part of the infrastructure of every airport. In order to facilitate the handling of larger passenger aircrafts at Ponikve Airport, the existing platform needs to be relocated and widened to meet the requirements of Regulation on Aerodromes and ANNEX 14 (ICAO).

RESPONSIBLE PARTY:	**The Ministry of Construction, Transport and Infrastructure** **"Ponikve" Airport Public Company**
PROJECT NAME:	***Airport building construction***
STRATEGIC/ LEGAL FRAMEWORK:	• Air Traffic Law of the Republic of Serbia (*Official Gazette of RS*, No 73/10, 57/11) • Preliminary Design of the Ponikve Airport • Regulation on Aerodromes (*Official Gazette of RS*, No 23/12 and 60/12)
PROJECT IMPORTANCE:	• Building a commercial airport (providing the area for handling of arrivals and departures of passengers, opening of a border crossing, etc.), increasing direct and indirect revenues of the region.
PROJECT STATUS:	• The preliminary design of the aircraft has been developed as the basis for development of a detailed design of the airport building.
INVESTMENT VALUE:	1,700,000 EUR
PROJECT START DATE:	2016
PROJECT END DATE:	2018
FUNDING:	• "Ponikve" Airport Public Company, City of Uzice, Municipality of Cajetina, the Republic of Serbia.
PROJECT DESCRIPTION:	• The airport building is an integral part of the infrastructure of any airport to be used for public air traffic.

RESPONSIBLE PARTY:	**The Ministry of Construction, Transport and Infrastructure** **JAT Tehnika**
PROJECT NAME:	***Capital investment***
STRATEGIC/ LEGAL FRAMEWORK:	• The company business performance annual review.
PROJECT IMPORTANCE:	• The investments in Jat Tehnika, whether from its own budget or from the available credit loans on the market, are impossible at the moment, both due to the amount of the required funds and the specific nature of business. The investment in development of the engine workshop is necessary in the near future bearing in mind the fact that the engine type CFM56-3, which Jat Tehnika can maintain at the moment, will be withdrawn from use.
PROJECT STATUS:	• Dynamics of the project implementation will depend on the priorities and inflow of the funds.
INVESTMENT VALUE:	• 17,950,000 EUR
PROJECT START DATE:	2016
PROJECT END DATE:	2019
FUNDING:	• The project implementation is not possible without an adequate partner.
PROJECT DESCRIPTION:	• The scope of the project presupposes the procurement of: - An adapter for examination of the CFM56-7 and CFM56-5 engines; - Tools and equipment for disassembly, assembly, cleaning and inspection of the CFM56-7 and CFM56-5 engines; - Workshops for disassembly, assembly, cleaning and inspection of the CFM56-7 and CFM56-5 engines; - Data acquisition equipment for the engine test bench; - Correlation of the engine test bench; - Correlation of APU test bench; - Various instruments and equipment.

RESPONSIBLE PARTY:	**The Ministry of Construction, Transport and Infrastructure** **JAT Tehnika**
PROJECT NAME:	***Investments in fixed assets and facilities***
STRATEGIC/ LEGAL FRAMEWORK:	• The company business performance annual review.
PROJECT IMPORTANCE:	• The investment would ensure the increase of capacities, higher quality of services and higher safety levels during performance of services.
PROJECT STATUS:	• Dynamics of the project implementation will depend on the priorities and the inflow of the funds.
INVESTMENT VALUE:	3,820,000 EUR
PROJECT START DATE:	2016
PROJECT END DATE:	2021
FUNDING:	• The funds for the investments will be provided from the sinking funds and loans from business banks.
PROJECT DESCRIPTION:	• The plan stipulates investments in: - Upgrade and extension of the current applications functionality, - Equipment for entering the fuel tank, - Completion of the galvanization workshop – chrome/ nickel coating line, - Jacks for ATR, - Tools for landing gear, - Cutting tools and accessories, - CONRAC Pipe profiling tools, - Special tools for disassembly of the CFM56 engine to the component level, - Special tools for overhaul of the aircraft and engine components, - Tools for the structure mechanics, - IT equipment, - Waste oil container, - Lighting in Hangar 1, - Hangar for airplane painting.

Construction projects and construction sites, spatial planning, urban development and housing

RESPONSIBLE PARTY:	**The Ministry of Construction, Transport and Infrastructure and GIZ**
PROJECT NAME:	***Improvement of CREP (Central Registry of Energy Passports)***
STRATEGIC/ LEGALFRAMEWORK:	• Law on Planning and Construction (*Official Gazette of RS*, No 72/09, 81/09 - correction, 64/10-CC, 24/11, 121/12, 42/13-CC, 50/13-CC, 54/13, 132/14, and 145/4) • National Plan for Adoption of the European Union Acquis (2013-2016) • The Second Action Plan for Energy Efficiency of the Republic of Serbia for the period 2013-2015 • Stabilization and Association Agreement
PROJECT IMPORTANCE:	• Sustainable decision-making, established upon qualitative and quantitative data • *Improvement of performance:* implementation of organizational/ functional examinations, standardizations of business processes and procedures and introduction of quality management systems, etc. *Support to public policy making process:* preparation of public policy documents, development of studies and execution of researches, opinion polls, etc. *Improvement of communication:* raising awareness about the importance and results of energy performance, amelioration of cooperation with local self-governments, networking, availability of access to information, etc.
PROJECT STATUS:	Basic elements of improvement have been defined.
INVESTMENT VALUE:	30,000 EUR
PROJECT START DATE:	January 2016
PROJECT END DATE:	September 2016
FUNDING:	GIZ, the Republic of Serbia, EU funds
PROJECT DESCRIPTION:	Improvement of the CREP • Improvement of the Central Registry of Energy Passports (inclusive of making reports on energy examination of new, restored, reorganized and adapted buildings / mandatory data entry template); • Improvement of the energy issuance system and mandatory CREP data entry; • Ensuring links towards Ministry-approved free-of-charge energy performance elaboration softwares; • Additional CREP improvements which will ensure simpler and easier preparation of various types of regular reports (Ministries, local self-governments), as well as extraction of specific data requested per a particular criterium, with a possibility of a graph presentation; • CREP and MVP link; • Setting up a special section within CREP that will be a kind of a central base of all the documents relevant for building construction energy performance/ legal framework; • Creation of a simple software or computer application, allowing all interested persons to check energy performance of their residential buildings and simulate effects of the improvement of energy performance, with the calculation of optimum cost-effective investment in electricity.

RESPONSIBLE PARTY:	***The Ministry of Construction, Transport and Infrastructure***
PROJECT NAME:	***Harmonization of domestic regulations for energy efficiency in buildings with the relevant EU directive - amendments to the existing regulations (Directive 2010/31/EU of the European Parliament and of the Council of 19 May 2010 on the energy performance of buildings (Official Journal L153, 18/06/2010 P.0013/0035)***
STRATEGIC/ LEGAL FRAMEWORK:	• Law on Planning and Construction (*Official Gazette of RS*, No 72/09, 81/09 - correction, 64/10-CC, 24/11, 121/12, 42/13-CC, 50/13-CC, 54/13, 132/14, and 145/4) • National Plan for Adoption of the European Union Acquis (2013- 2016) • The Second Action Plan for Energy Efficiency of the Republic of Serbia for the period 2013-2015 • Stabilization and Association Agreement
PROJECT IMPORTANCE:	Reducing energy consumption, achieving lower costs for import of energy, improving comfort in all buildings, growing domestic construction industry, and creating new jobs.
PROJECT STATUS:	In preparation
INVESTMENT VALUE:	50,000 EUR
PROJECT START DATE:	December 2015
PROJECT END DATE:	June 2016
FUNDING:	GIZ, the Republic of Serbia, EU funds
PROJECT DESCRIPTION:	The project bears strategic importance. Analysis of the existing regulations and observed disadvantages, as well as defining the proposal of amendment of the Rulebook on the conditions, content and manner of issuing a certificate of energy properties of the buildings (*Official Gazette of RS*, No 69/12) and Rulebook on energy efficiency of buildings (*Official Gazette of RS*, No 61/11), or conforming to the requirements of EPBD II (Directive 2010/31), include: - Calculation of electricity consumption (for lighting and electrical appliances and devices), - Calculation of energy consumption for air conditioning (cooling), - Calculation of energy consumption for ventilation, - Calculation of energy consumption for hot water preparation, - Revision of the energy needed for heating, - Revision of terminology, attitudes, statements, etc., - Harmonization of markings and units, - Detailed analysis (complete calculation for several standardized buildings) prior to the adoption of limiting values of permitted consumption, - More precise definition of the content and procedure for issuing energy passports for existing and new buildings, - More reliable process of validation of energy passports, - Minimized risk of making intentional and unintentional errors in the process of validation of energy passports of buildings, - Reducing the time of validation of energy passports of buildings, - Possibility to process a large number of energy passports of buildings in the validation process, - Improvement of communication: raising awareness about the importance and results of energy efficiency, promotion of cooperation with local governments, networking, access to information, etc. - More precise economic effects.

RESPONSIBLE PARTY:	**The Ministry of Construction, Transport and Infrastructure and GIZ**
PROJECT NAME:	***Building capacities of local self-governments in the domain of energy performance in buildings***
STRATEGIC/ LEGALFRAMEWORK:	• Law on Planning and Construction (*Official Gazette of RS*, No 72/09, 81/09 - correction, 64/10-CC, 24/11, 121/12, 42/13-CC, 50/13-CC, 54/13, 132/14, and 145/4) • National Plan for Adoption of the European Union Acquis (2013-2016) • The Second Action Plan for Energy Efficiency of the Republic of Serbia for the period 2013-2015 • Stabilization and Association Agreement
PROJECT IMPORTANCE:	• Ensure full implementation of regulations in the domain of energy performance in buildings, and the control thereof.
PROJECT STATUS:	Implementation in the Central Serbia has commenced.
INVESTMENT VALUE:	2,400,000 RSD
PROJECT START DATE:	October 2014
PROJECT END DATE:	December 2016
FUNDING:	GIZ, the Republic of Serbia, EU funds
PROJECT DESCRIPTION:	• Capacity building: trainings and workshops, seminars, conferences, technical hands-on, etc. • Improvement of performance: implementation of organizational/ functional examinations, standardizations of business processes and procedures, and introduction of quality management systems, etc. • Support to public policy making processes: preparation of public policy documents, development of studies and execution of researches, opinion polls, etc. • Improvement of communication: raising awareness about the importance and results of reforms, improvement of cooperation with civil society associations, networking, availability of access to information, etc. • Trainings on the implementation of CREP.

RESPONSIBLE PARTY:	**The Ministry of Construction, Transport and Infrastructure**
PROJECT NAME:	***Building capacities of state administration in the domain of energy performance in buildings***
STRATEGIC/ LEGAL FRAMEWORK:	• Law on Planning and Construction (*Official Gazette of RS*, No 72/09, 81/09- correction, 64/10-CC, 24/11, 121/12, 42/13-CC, 50/13-CC, 54/13, 132/14, and 145/4) • National Plan for Adoption of the European Union Acquis (2013- 2016) • The Second Action Plan for Energy Efficiency of the Republic of Serbia for the period 2013-2015 • Stabilization and Association Agreement
PROJECT IMPORTANCE:	• Having signed the Stabilization and Association Agreement (SAA), Serbia has undertaken onto itself to gradually harmonize its internal legislation with EU acquis, as well as to apply it consistently and transparently. • Increasing efficiency through standardization of business processes and procedures and the introduction of quality management systems; • Providing quality information in the short term; • Support in the preparation of public policies and improving communication with local governments and all interested stakeholders.
PROJECT STATUS:	There is no documentation for the project. Implementer: Experts in the subject area must be selected
INVESTMENT VALUE:	2,000,000 RSD
PROJECT START DATE:	January 2015
PROJECT END DATE:	December 2016
FUNDING:	GIZ, the Republic of Serbia, EU funds
PROJECT DESCRIPTION:	• Capacity building: trainings and workshops, seminars, conferences, technical hands-on, etc. • Improvement of performance: implementation of organizational/ functional examinations, standardizations of business processes and procedures and introduction of quality management systems, etc. • Support to public policy making processes: preparation of public policy documents, development of studies and execution of researches, opinion polls, etc. • Improvement of communication: raising awareness about the importance and results of reforms, improvement of cooperation with civil society associations, networking, availability of access to information, etc. via implementation of CREP.

RESPONSIBLE PARTY:	**The Ministry of Construction, Transport and Infrastructure and The Faculty of Civil Engineering of the Belgrade University**
PROJECT NAME:	***Definition of "buildings with almost zero energy consumption"***
STRATEGIC/ LEGALFRAMEWORK:	• Law on Planning and Construction (*Official Gazette of RS*, No 72/09, 81/09- correction, 64/10-CC, 24/11, 121/12, 42/13-CC, 50/13-CC, 54/13, 132/14, and 145/4) • National Plan for Adoption of the European Union Acquis (2013-2016) • The Second Action Plan for Energy Efficiency of the Republic of Serbia for the period 2013-2015 • Stabilization and Association Agreement
PROJECT IMPORTANCE:	• All the existing buildings used by the state administration and local self-governments in the EU member countries should become "buildings with almost zero energy consumption" until 31 December, 2020, whereas all new buildings should be compliant to this rule until 31 December, 2018.
PROJECT STATUS:	In the pipeline
INVESTMENT VALUE:	65,000 EUR
PROJECT START DATE:	January 2016
PROJECT END DATE:	December 2016
FUNDING:	GIZ
PROJECT DESCRIPTION:	• Definition of "buildings with almost zero energy consumption" in Serbia: - Testing of potentials of our construction fund, especially when it comes to new buildings (possible decrease pursuant to architectural measurements); - Investigation of procedures in terms of application of renewable sources of energy; - Economic analysis of proposed measures with projections for the future; - Definition of "buildings with almost zero energy consumption"; - Design Guidelines and Construction Guidelines for "buildings with almost zero energy consumption".

RESPONSIBLE PARTY:	**The Ministry of Construction, Transport and Infrastructure and The Faculty of Civil Engineering of the University of Belgrade**
PROJECT NAME:	***Energy Performance of Buildings – Public Building Typology in the Republic of Serbia***
STRATEGIC/ LEGALFRAMEWORK:	• Law on Planning and Construction (*Official Gazette of RS*, No 72/09, 81/09-correction, 64/10-CC, 24/11, 121/12, 42/13-CC, 50/13-CC, 54/13, 132/14, and 145/4) • National Plan for Adoption of the European Union Acquis (2013- 2016) • The Second Action Plan for Energy Efficiency of the Republic of Serbia for the period 2013-2015 • Stabilization and Association Agreement
PROJECT IMPORTANCE:	Pursuant to Decision 2009/05/ of the Ministerial Council of the Energy Community, dated 18 December, 2009, and the First and the Second National Plan for Energy Performance of the Republic of Serbia which have been adopted, the goal has been set of reaching a minimum of 9% decrease in the total energy consumption in the ninth year of implementation, calculated per the total energy consumption in 2008 (0.7524 Mtoe), to ensure sustainable decisions, reached on the basis of qualitative and quantitative data of building construction sector, which accounts for 60% energy consumption in the Republic of Serbia.
PROJECT STATUS:	The framework has been prepared in compliance with the previous residential building typology project.
INVESTMENT VALUE:	150,000 EUR
PROJECT START DATE:	January 2016
PROJECT END DATE:	December 2017
FUNDING:	GIZ, the Republic of Serbia, EU funds
PROJECT DESCRIPTION:	• In order to be able to obtain insights in the energy consumption of buildings in the Republic of Serbia, as well as with the aim of defining the term ”building with almost zero energy consumption“ and development of the program for energy performance of buildings, typology of public buildings in the Republic of Serbia must be developed. • The typology of public buildings encompasses: - building structure and typology, developed according to the already adopted principles, and harmonized with specific national characteristics and the already existing, predefined heating systems; - with regards to each adopted building type the following is to be defined: typical thermal layer elements, with calculated heat transfer coefficients, heating system properties and hot water preparation, and frequency of types in the total national base of public buildings, in order to assess a possible decrease in the energy consumption of public buildings.

RESPONSIBLE PARTY:	The Ministry of Construction, Transport and Infrastructure
PROJECT NAME:	***Building sector compliance analysis within the domain of manufacture of construction products which are built in thermal layers of buildings with requirements for implementation (adapting to European legislation) the Construction Products Regulation***
STRATEGIC/ LEGAL FRAMEWORK:	• Law on Planning and Construction (*Official Gazette of RS*, No 72/09, 81/09-correction, 64/10-CC, 24/11, 121/12, 42/13-CC, 50/13-CC, 54/13, 132/14, and 145/4) • National Plan for Adoption of the European Union Acquis (2013- 2016) • Stabilization and Association Agreement • Law on Technical Requirements for Products
PROJECT IMPORTANCE:	• In order to harmonize Serbian legislation with the EU legal acquis, MCTI should transpose Construction Products Regulation (Regulation (EU) no. 305/2011) into the legal system of the Republic of Serbia. • The Regulation stipulates standardization of about 1,200 construction products, so the preparatory phase requires specialized and detailed survey of construction materials and products on the market in Serbia, in order to render a quality and applicable regulation suitable for Serbian economics. • Analysis of the construction materials and products on the market will be developed for the relevant products through this project.
PROJECT STATUS:	In the pipeline
INVESTMENT VALUE:	60,000 EUR
PROJECT START DATE:	January 2016
PROJECT END DATE:	September 2016
FUNDING:	GIZ, the Republic of Serbia, EU funds
PROJECT DESCRIPTION:	• Obtaining public information about companies registered in the Republic of Serbia, necessary for the implementation of Project-stipulated activities; preparation of the list of companies for each and every selected activity code; • Defining the company selection criteria; criteria implementation (application of filters on the prepared Excel file lists) and selection; drafting of the first company list; presentation of the applied methods, the list of companies selected for research and its approval; preparation of the final company list; data collection and preparation of the documents necessary for the field research. • This phase contains three sub phases, namely: 1. The first phase: - making a representative sample, - making a list of harmonized European standards for products included in the Project, - preparing questionnaires. 2. The second phase (field work) – visiting selected companies and collecting field data by filling in questionnaires. 3. The third phase (data processing and analysis) – processing and analysis of the data collected in the field and preparation phases of the Study draft. 4. The fourth phase (Study preparation and promotion) – exchange of the results of the relevant research with representatives of professional public and other interested stakeholders and preparation of the final Study/ Analysis version.

RESPONSIBLE PARTY:	**The Ministry of Construction, Transport and Infrastructure**
PROJECT NAME:	***New legal and institutional framework for construction products in the Republic of Serbia***
STRATEGIC/ LEGAL FRAMEWORK:	• Law on Planning and Construction (*Official Gazette of RS*, No 72/09, 81/09-correction, 64/10-CC, 24/11, 121/12, 42/13-CC, 50/13-CC, 54/13, 132/14, and 145/4) • National Plan for Adoption of the European Union Acquis (2013- 2016) • Stabilization and Association Agreement • Law on Technical Requirements for Products
PROJECT IMPORTANCE:	Creation of a legal framework which will ensure design and implementation of facilities in the Republic of Serbia which are safe to individuals, domestic animals or property and are environmentally friendly, and of requirements for placement and/ or delivery to the construction product market, namely by establishing harmonized rules on the presentation of properties of construction products with regards to their essential properties; growth of the domestic construction industry, improving the work of the conformity assessment body, and creation of new jobs.
PROJECT STATUS:	Working group has been established
INVESTMENT VALUE:	90,000 EUR
PROJECT START DATE:	January 2016
PROJECT END DATE:	December 2017
FUNDING:	GIZ, the Republic of Serbia, EU funds
PROJECT DESCRIPTION :	• The second phase – drafting regulations, presenting draft regulations, commencing the procedure for the adoption of the regulation (public discussion, round tables, etc.) (IV/2015) • The third phase – activities following the adoption of the regulations will include presentation, interpretation and implementation of the rules and supporting documents (implementation and application guidelines, sector-related and counselling guides), as well as educational seminars for industrial representatives, CAB (conformity assessment body) and representatives of inspection bodies (2017).

RESPONSIBLE PARTY:	**The Ministry of Construction, Transport and Infrastructure**
PROJECT NAME:	***Creating a long-term strategy to launch investments in the rehabilitation of the national building fund***
STRATEGIC/ LEGAL FRAMEWORK:	• Law on Planning and Construction (*Official Gazette of RS*, No 72/09, 81/09 - correction, 64/10-CC, 24/11, 121/12, 42/13-CC, 50/13-CC, 54/13, 132/14, and 145/4) • National Plan for Adoption of the European Union Acquis (2013-2016) • The Second Action Plan for Energy Efficiency of the Republic of Serbia for the period 2013-2015 • Stabilization and Association Agreement
PROJECT IMPORTANCE:	• In accordance with the Decision 2009/05/ of the Ministerial Council of the Energy Community, dated 18 December, 2009, and the First and the Second National Plan for Energy Performance of the Republic of Serbia which have been adopted, set the goal of reaching a minimum of 9% decrease in the total energy consumption in the ninth year of implementation, calculated per the total energy consumption in 2008 (0.7524 Mtoe), to ensure sustainable decisions, reached on the basis of qualitative and quantitative data of building construction sector, which accounts for 60% energy consumption in the Republic of Serbia. Start of the investment in the rehabilitation of the building fund in the RS would be reflected significantly in the growth of the domestic construction industry, as well as creating new jobs, with providing adequate comfort for the user - all bearing in mind that 90% of life (life, work, sports, entertainment, culture, socializing, etc.) is spend in buildings.
PROJECT STATUS:	In the pipeline
INVESTMENT VALUE:	1,000,000 EUR
PROJECT START DATE:	January 2016
PROJECT END DATE:	December 2016
FUNDING:	Strategic partner (the Republic of Serbia, EU funds, etc.) is needed
PROJECT DESCRIPTION:	• According to the Directive 2012/27/ EU of the European Parliament and of the Council on Energy Efficiency, member states have adopted a long term strategy for the start of investment in the rehabilitation of the national fund of residential and commercial buildings, both public and private, and this Strategy should include: 1. an overview of the national building fund based on statistical sampling according to the need (we have a National typology of residential buildings); 2. identification of cost-effective access to rehabilitation, exemplary type of building and climatic conditions; 3.policies and measures to stimulate cost-effective, large-scale rehabilitation of buildings, including the rehabilitation phase; 4. future perspective used by individuals, construction industry and financial institutions when making decisions on investment; 5. assessment of expected energy savings and benefits in a broad sense, based on evidence; 6. financial models for different groups of citizens.

RESPONSIBLE PARTY:	**The Ministry of Construction, Transport and Infrastructure**
PROJECT NAME:	***Analysis of compliance of the building sector in the domain of production of construction products of buildings with requirements for transposing (adapting to European legislation) the Construction Products Regulation***
STRATEGIC/ LEGALFRAMEWORK:	• Law on Planning and Construction (*Official Gazette of RS*, No 72/09, 81/09-correction, 64/10-CC, 24/11, 121/12, 42/13-CC, 50/13-CC, 54/13, 132/14, and 145/4) • National Plan for Adoption of the European Union Acquis (2013-2016) • Stabilization and Association Agreement • Law on Technical Requirements for Products
PROJECT IMPORTANCE:	• In order to harmonize Serbian legislation with the EU legal acquis, MCTI should transpose Construction Products Regulation (Regulation (EU) no. 305/2011) into the legal system of the Republic of Serbia. • The Regulation stipulates standardization of about 1,200 construction products, so the preparatory phase requires specialized and detailed survey of construction materials and products on the market in Serbia, in order to render a quality and applicable regulation suitable for Serbian economics. • Analysis of the construction materials and products on the market will be developed for the relevant products through this project.
PROJECT STATUS:	In the pipeline
INVESTMENT VALUE:	150,000 EUR
PROJECT START DATE:	January 2016
PROJECT END DATE:	December 2016
FUNDING:	The Republic of Serbia, EU funds
PROJECT DESCRIPTION:	• Obtaining public information about companies registered in the Republic of Serbia, necessary for the implementation of Project-stipulated activities; preparation of the list of companies for each and every selected activity code; • Defining the company selection criteria; criteria implementation (application of filters on the prepared Excel file lists) and selection; drafting of the first company list; presentation of the applied methods, the list of companies selected for research and its approval; preparation of the final company list; data collection and preparation of the documents necessary for the field research. • This phase contains three sub phases, namely: 1. The first phase: - making a representative sample, - making a list of harmonized European standards for products included in the Project, - preparing questionnaires. 2. The second phase (field work) – visiting selected companies and collecting field data by filling in questionnaires. 3. The third phase (data processing and analysis) – processing and analysis of the data collected in the field and preparation phases of the Study draft. 4. The fourth phase (Study preparation and promotion) – exchange of the results of the relevant research with representatives of professional public and other interested stakeholders and preparation of the final Study/ Analysis version.

RESPONSIBLE PARTY:	**The Ministry of Construction, Transport and Infrastructure**
PROJECT NAME:	***Development of Architectural Policy of the Republic of Serbia***
STRATEGIC/ LEGAL FRAMEWORK:	• Law on the Spatial Plan of the Republic of Serbia from 2010 to 2020 (*Official Gazette of RS*, No 88/10); • Law on Amendments to the Law on Planning and Construction (*Official Gazette of the RS*, No 72/2009, 81/2009 - correction, 64/2010 - decision of the Constitutional Court, 24/2011, 121/2012, 42/2013 - decision of the Constitutional Court, 50/2013 - decision of the Constitutional Court, 98/2013 - decision of the Constitutional Court, 132/2014, and 145/2014) • National Sustainable Development Strategy of the Republic of Serbia (*Official Gazette of the RS*, No 57/08) • Tourism Development Strategy of the Republic of Serbia (*Official Gazette of the RS*, No 91/2006) • The Law on Culture of the Republic of Serbia (*Official Gazette of the RS*, No 72/2009) • Council Conclusions on Architecture: Culture's Contribution to Sustainable Development, May 02, 2007 • Survey on Architectural Policies in Europe (European Forum for Architectural Policies, 2012) • Council Resolution of February 12, 2001 on Architectural Quality in Urban and Rural Environments (the Council of the European Union) • Renewed EU Sustainable Development Strategy, Council of the European Union, Brussels, June 9, 2006 • Territorial Agenda of the European Union – Towards a more Competitive and Sustainable Europe of Diverse Regions, Leipzig, May 24/25, 2007 • Leipzig Charter on Sustainable European Cities, May 02, 2007 • European Parliament Resolution of 10 May, 2007 on housing and regional policy • Convention for the Protection of the Architectural Heritage of Europe, Granada, October 03, 1985 • European Landscape Convention, Council of Europe, Florence, October 20, 2000
PROJECT IMPORTANCE:	• Document on Architectural policy, as a part of the overall state policy, is directed to the general interests of spatial planning and construction, culture and education and primarily aims to contribute to the preservation and improvement of physical and cultural identity of the Republic of Serbia, whether it is in regards the cultural heritage (material and non-material) or new interventions in the area (urban and rural). • In order to create conditions for quality of the built environment, the preservation and protection of the living environment, promotion of sustainable development and raising public awareness, Architectural policy will define a series of measures in the framework of thematic areas, which will promote long-term significance of architecture and architectural activity or profession, in order to raise the level of quality of the built environment and contribute to the conservation and sustainable use of natural and cultural heritage. Public interventions in the area (increasing the quality of architectural- urban solutions and the establishment of valuable framework). Social aspects of the architectural profession (with a focus on encouraging projects with a "social element", which include the public sector and the education of profession in this segment). Housing as the bearer of social and economic development and the problem of informal settlements (challenges and opportunities for action of the architectural profession); • Urban-architectural contest (as a means of evaluation and selection of high-quality solutions, and verification of the established "program"); • Architectural check at the level of planning- developing the provisions of the Law and defining new ones, which implies a greater participation of architects in the planning and decision-making process;

	• Architectural/ cultural heritage with the emphasis on environmental unit, protection of cultural landscapes and affirmation of applying aspects to the architectural heritage in the contemporary practice of design and construction; • Planning and development of space, by using the "informal" instruments - pilot experiences (GIZ/ Ambero); • Construction and spatial design (measures which contribute to the quality of the built environment - legislative, planning and strategic framework); • Application of the principles of sustainability and energy efficiency as general principles; • Social awareness, (professional and general) public, professional and general participation and training; • Promotion of national architectural and cultural values. • The basic principles concerning the development and the use of space are contained in the Law on Planning and Construction (*Official Gazette of RS*, No 132/2014), but the Law cannot represent the only framework that will protect and build identity of the area. • It is important to strengthen the role and significance of the architectural profession and the architect as an individual who has a public or social responsibility for the area in which they operate, and which would further support the adoption of missing laws governing the architectural profession and industry and which are responsibility of the EU accession process.
PROJECT STATUS:	The proposal for the inclusion of the project to the list of projects for the 2016-2018 period.
INVESTMENT VALUE:	10,000,000 RSD
PROJECT START DATE:	January 2016
PROJECT END DATE:	2018
FUNDING:	National budget, Funds of the European Union and other funds
PROJECT DESCRIPTION:	**PHASE I** - Initiating discussion and reaching a conclusion on the architectural needs for the formulation and adoption of Architectural policy. It is advisable to prepare a document which would be debated at a conference of architecture professionals. - Setting up a Council for architecture (and urbanism) at the national level; - Creation of a national platform for the development of Architectural policy (stakeholders: Ministries, the Council of Architecture and Urbanism, associations, chambers) by signing of a Memorandum of Understanding; - Establishing cooperation with the European Forum for Architectural Policies (http://www.efap-fepa.org) at the national level; - Preparation of the document "Guidelines for Architectural policy", in cooperation with all relevant stakeholders; - Organization of an architectural forum at the national level, with support from European Forum for Architectural Policies, and with the aim of presentation and adoption of the “Guidelines” document; - Adoption of the Conclusion of the Government, with adoption of the "Guidelines for the development of architectural policy" document. **PHASE II** - Organization of workshops by thematic units identified in the "Guidelines for the development of architectonics policy"'- in accordance with the final document and with the aim of developing individual strategies for the development of Architectural policy, per thematic units; - Preparation of the final "Architectural policy" document; - Adoption of "Architectural policy" document.

RESPONSIBLE PARTY:	***The Ministry of Construction, Transport and Infrastructure***
PROJECT NAME:	***The National Policy of Urban Development of the Republic of Serbia***
STRATEGIC/ LEGAL FRAMEWORK:	• Law on the Spatial Plan of the Republic of Serbia from 2010 to 2020 (*Official Gazette of RS*, No 88/10); • Law on Amendments to the Law on Planning and Construction (*Official Gazette of the RS*, No 72/2009, 81/2009 - correction, 64/2010 - decision of the Constitutional Court, 24/2011, 121/2012, 42/2013 - decision of the Constitutional Court, 50/2013 - decision of the Constitutional Court, 98/2013 - decision of the Constitutional Court, 132/2014, and 145/2014) • National Sustainable Development Strategy of the Republic of Serbia (*Official Gazette of the RS*, No 57/08) • Agenda 21 • Habitat agenda • Leipzig charter on Sustainable European Cities, 02 May 2007 • Territorial Agenda of the European Union – Towards a more Competitive and Sustainable Europe of Diverse Regions, Leipzig, 24/25 May 2007
PROJECT IMPORTANCE:	• Policy of urban development, as a part of general policy of the government, should contribute to achieving the basic principles of sustainability in cities in Serbia, improving the efficiency of planning and construction and exercising fundamental principles in regards to the development and use of space as stipulated by the Law on Planning and Construction (*Official Gazette of RS*, No 132/2014) and harmonization with European and international regulations and standards in the area of spatial planning and physical planning. • In addition to setting long-term guidelines for urban development, the document will provide the basis for financing of concrete measures through national program: urban renovation, development of brownfields, urban mobility, resilience of cities to the effects of climate changes and natural disasters, improvement of informal settlements, affordable housing, etc.
PROJECT STATUS:	The proposal for the inclusion of the project to the list of projects for the 2016- 2018 period.
INVESTMENT VALUE:	20,000,000 RSD
PROJECT START DATE:	April 2016
PROJECT END DATE:	2018
FUNDING:	The national budget, UNDA (United Nations Development Account), projects of international cooperation related to improving land management (GIZ, etc.).

PROJECT DESCRIPTION:	• As a part of the preparation for the "Habitat III" conference which will be held in October 2016 in Ecuador, the preparation of the National Report that will include an overview of the situation in the following areas:
	  • Urban demographics,
	  • Land-use and urban development planning,
	  • Environment and urbanization,
	  • Legal framework and management,
	  • Urban economy,
	  • Housing.

	• In addition to these areas, a set of urban indicators will be prepared, as well as case studies and examples of good practices which will serve as the basis for an effective approach in the implementation of the Habitat Agenda. • In addition to defining constituents of the application of the Republic of Serbia at the Habitat III conference, the preparation of the National Report will also serve as the basis for developing the Policy of Urban Development of RS, which can be considered to be Phase I of development. • In order to prepare the National Report and the National Policy of Urban Development, it is recommended to establish a national council to guide the process of preparing documents and involvement of other stakeholders or to form local councils in order to report on the progress at the local level. In this segment, the role of National experts (academic institutions, research institutes, government authorities), as well as of the Standing Conference of Towns and Municipalities, is recognized. • As a part of the preparatory activities, alongside the UNDA seminar on sustainable housing and urban development, there will be a national urban development dialogue which will revise the Action Plan for sustainable housing and urban development, establish priorities, discuss relevant issues and challenges, as well as to identify stakeholders on preparation of the National Report for the "Habitat III" conference. • It is expected that the preliminary draft report for "HABITAT III" Conference will be completed and guidelines for the National Policy of Urban Development will be defined in April 2016; • After the completion of the report for the Conference and the development of guidelines for National Policy of Urban Development, the National Urban Forum will be organized, which will signify approaching the second stage of drafting the document of the National Policy of Urban Development.

RESPONSIBLE PARTY:	**The Ministry of Economy –** the main responsible party **The Ministry of Construction, Transport and Infrastructure -** the coordination body **SINOMACH - CNEEC**
PROJECT NAME:	***Construction of the industrial, commercial and technology park Stublenica***
STRATEGIC/ LEGAL FRAMEWORK:	• Decision of the Government of the Republic of Serbia, made on 08 September, 2014 • Regional office of the Consortium SINOMACH-CNEEC-CNEETC, opened on 18 January, 2014 in Ub • Memorandum of Understanding between the Serbian Ministry of Economy and Ministry of Trade of the People's Republic of China signed on 17 December, 2014 • Decision on establishing an inter-sectorial coordination body for monitoring the realization of projects proposed by the consortium of public companies and founded by the People's Republic of China - SINOMACH-CNEEC, adopted on 24 April, 2015
PROJECT IMPORTANCE:	• The construction of this park is very important for economic and commercial development of the region.
PROJECT STATUS:	• Consortium of public companies founded by the People's Republic of China: China National Machinery Industry Corporation (SINOMACH) and China National Electric Engineering Corporation Limited (CNEEC), has shown interest in developing the first industrial, commercial and technology park in Ub, in cooperation with the Government of the Republic of Serbia and the Municipality of Ub. • Discussions with the Consortium are in progress. • Preparation of the Feasibility study by the Chinese partner
INVESTMENT VALUE:	- The investment value is estimated at about 1.2 billion EUR (the estimation made by the Consortium).
PROJECT START DATE:	-
PROJECT END DATE:	-
FUNDING:	• China development bank – loan (to be decided) • Loan is an obligation of the Consortium
PROJECT DESCRIPTION :	• The plan includes the construction of industrial and commercial facilities and stipulates opening of representative offices of different companies (from various fields of work) from People's Republic of China.

RESPONSIBLE PARTY:	**The Ministry of Construction, Transport and Infrastructure**
PROJECT NAME:	***Strategy for Development of Utility Service Companies in the Republic of Serbia***
STRATEGIC/ LEGAL FRAMEWORK:	• Strategy of Restructuring Utility Service Companies in the Republic of Serbia • Law on Environmental Protection of the Republic of Serbia • Law on Communal Activities • Waste Management Law of the Republic of Serbia • National Strategy of Sustainable Development of the Republic of Serbia • Memorandum of Understanding and Cooperation between the Ministry of Construction, Transport and Infrastructure and interested institutions
PROJECT IMPORTANCE:	• Strategic - regional significance • The aim of the Strategy is to improve the work of utility service companies of the Republic of Serbia, cut down expenses financed from the budget of the Republic of Serbia, and establish sustainable economic development in the domain of utility service companies. • The strategy should increase the competitiveness of utility service companies on the market, provide efficient services, and thus bear a positive influence on the economy of the Republic of Serbia.
PROJECT STATUS:	• Proposal for the inclusion of the project in the priority list for the period 2015- 2020
INVESTMENT VALUE:	2,000,000 EUR
PROJECT START DATE:	2016
PROJECT END DATE:	2018
FUNDING:	• In search of strategic partners (the Republic of Serbia, EU funds, etc.)
PROJECT DESCRIPTION:	• The Strategy would include representatives of local self-governments, state institutions and private sector. • There should be a proposal of draft of the legal regulation, as an incentive for the development of efficient privately-owned companies, adapted to consumers' needs. • This would set the bases for the organization of legal and proprietary relations with regards to the property used by public utility companies, with the aim of promoting investment of private capital in the relevant sector and price quotation methods applied to utility services in compliance with market economics. • A body for cooperation and coordination with institutions competent for waste management and environment protection would also be established, in order for the utility companies to be able to operate as efficiently and as profitably as possible.

RESPONSIBLE PARTY:	**The Ministry of Construction, Transport and Infrastructure**
PROJECT NAME:	***Strategy for municipal waste management in the Republic of Serbia***
STRATEGIC/ LEGAL FRAMEWORK:	• Legal waste management in the Republic of Serbia • Strategy for waste management in the Republic of Serbia for the period 2010 – 2019 • Memorandum of Understanding and Cooperation between the Ministry of Construction, Transport and Infrastructure and interested institutions
PROJECT IMPORTANCE:	• Strategic - regional significance • The aim of the project is the revision of the current Strategy, especially in the domain of improvement of strategic waste management in the Republic of Serbia, support to recycling and collection of environmental fees from sustainable economic development in the domain of waste management. • The revised strategy would contribute to the stability and continued efforts in the waste management area and more efficient implementation of the measures stipulated therein.
PROJECT STATUS:	• The proposal for the inclusion of the Project in the priority list for the period 2015- 2020
INVESTMENT VALUE:	2,000,000 EUR
PROJECT START DATE:	2016
PROJECT END DATE:	2018
FUNDING:	In search of strategic partners (The Republic of Serbia, EU funds, etc.)
PROJECT DESCRIPTION:	• The aim of the project is the revision of the current Strategy and establishment of a sector which is to be more efficient and easier for practical implementation. • The Strategy will cover all important fields of economy and society (relations of public and private capital within the waste management domain, raising citizens' awareness, etc.) • The new strategy relies on the good experience fom the past five years, which is how long the existing waste management strategy has been in force, and which will be discussed at expert gatherings and meetings for exchange of practical experiences, both from Serbia and entire Europe. • Funding will be provided by the means of development of strategies, guidelines for the change in public utility activities and the domain of waste management project.

RESPONSIBLE PARTY:	**The Ministry of Construction, Transport and Infrastructure**
PROJECT NAME:	***Development and implementation of a unique national software for establishing energy properties of buildings***
STRATEGIC/ LEGALFRAMEWORK:	• Law on Planning and Construction (*Official Gazette of RS*, No 72/09, 81/09 - correction, 64/10-CC, 24/11, 121/12, 42/13-CC, 50/13-CC, 54/13, 132/14, and 145/4) • National Plan for Adoption of the European Union Acquis (2013-2016) • The Second Energy Performance Action Plan of the Republic of Serbia for the period 2013-2015 • Stabilization and Association Agreement
PROJECT IMPORTANCE:	• Considerable improvement of the quality system applied upon establishment of energy properties of buildings, as that would enable an unambiguous validation of energy passports of buildings. • Enablement of objective comparability principle with regards to energy properties of buildings in Serbia. • Avoiding random interpretation of procedures and use of entry data for the calculation of energy properties of buildings. • Ensuring a unique procedure for the calculation of energy properties of buildings. • Making considerable effect in terms of the quality improvement system. • *Sustainable decision-making*, established upon qualitative and quantitative data • *Performance improvement:* implementation of organizational/ functional examinations, standardizations of business processes and procedures, introduction of quality management systems, etc. • *Support in public policy making:* preparation of public policy documents, development of studies and roll out of researches, opinion polls, etc. • *Communication improvement:* raising awareness on the relevance and results of energy performance, improvement of cooperation with local self-governments, networking, available access to information, etc. • Economic effects cannot be precisely determined.
PROJECT STATUS:	• There is no project documentation • CONTRACTOR: Selection in a public procurement procedure • Bidding dossier is required
INVESTMENT VALUE:	3,000,000 RSD (Maximum public procurement cost)
PROJECT START DATE:	2016
PROJECT END DATE:	2017
FUNDING:	Budget of the Republic of Serbia
PROJECT DESCRIPTION:	• Relevant legal regulations in Serbia require elaborate descriptions of energy properties of buildings and certificate awarding with regards to energy properties of building construction characteristics (energy passport of buildings). Calculation methods are clearly presented in the Energy Performance of Buildings Rulebook. • Relevant legal regulations stipulate that energy properties of buildings should be established in accordance with the methods described in this Rulebook prior to the finalization of the national software for establishing energy performance of buildings. • The unique software for establishing energy properties of buildings has not been developed yet. • This project would finalize the development of such a software, under the supervision of competent expert and state authorities. • This software would be in compliance with the previously developed Central Registry for Energy Passports (CREP) software, thus completing national software tools within the relevant field.

RESPONSIBLE PARTY:	**The Ministry of Construction, Transport and Infrastructure**
PROJECT NAME:	***Improvement of new technologies within the facility construction process – pilot project of the quality improvement system***
STRATEGIC/ LEGAL FRAMEWORK:	• Law on Planning and Construction (*Official Gazette of RS*, No 72/09, 81/09 - correction, 64/10-CC, 24/11, 121/12, 42/13-CC, 50/13-CC, 54/13, 132/14, and 145/4) • National Plan for Adoption of the European Union Acquis (2013- 2016) • The Second Energy Performance Action Plan of the Republic of Serbia for the period 2013-2015 • Stabilization and Association Agreement
PROJECT IMPORTANCE:	• A step forward for the Republic of Serbia towards the introduction of new technologies in the building construction process. • Introduction of such a practice would resolve the building acceptance issues, as well as ensure quality construction and reaching the target assessment regarding the increase of energy performance in the building construction sector. • Improved quality system. • Allowing placement of new technologies on the EU market. • Economic effects cannot be precisely determined in this project planning phase. • Interest of all participants within the construction chain, from the project engineer, via contractor and investor, to supervisory bodies.
PROJECT STATUS:	• There is no project documentation • CONTRACTOR: Selection in a public procurement procedure • Bidding dossier is required
INVESTMENT VALUE:	50,000 EUR
PROJECT START DATE:	January, 2016
PROJECT END DATE:	January, 2018
FUNDING:	Budget of the Republic of Serbia, PPP
PROJECT DESCRIPTION:	• Recent practice has indicated a great disproportion between the designed and the implemented thermal properties of facilities. This disproportion is mainly due to the lack of control of thermal properties of the installed material. • During the building construction, each participant in the construction process shall ensure building quality as stipulated in the project documentation. Thermal properties of contruction materials and structures are to be controlled and checked directly on site before their installation, thus guaranteeing the final energy performance of buildings at technical acceptance. This means that quality control of materials and complex construction elements being installed are of the utmost importance for reaching energy performance of the constructed building with regards to the designed performances. • Project implementation focuses on new control technologies applied to thermal properties of construction structures and materials via a mobile and robust measuring station easily handled on site. A mobile station should be efficient and easy to handle, as it will be implemented on sites and operated by workers who are not necessarily highly qualified. • Operation of the mobile station should be tested in an appropriate construction environment.

RESPONSIBLE PARTY:	**The Ministry of Construction, Transport and Infrastructure**
PROJECT NAME:	***Project of cleaning of lakes in the Cacak region and Project of cleaning of Palic and Ludos lakes***
STRATEGIC/LEGAL FRAMEWORK:	• Memorandum of Understanding and Cooperation between the Ministry of Construction, Transport and Infrastructure and interested institutions
PROJECT IMPORTANCE:	• Strategic – regional – local significance • The project should ensure the supply of electrical power in compliance with the EU requirements which stipulate that the use of alternative energy sources should increase by 20% until 2020. • Cleaning of lakes in the Cacak region (all permits obtained from competent authorities) and of Palic and Ludos lakes is not only important from the environmental point of view, but also for turning mud and compost into combustible energy-generating material.
PROJECT STATUS:	• Project design of cleaning of lakes in the Cacak region and Project of cleaning of Palic and Ludos lakes have been prepared.
INVESTMENT VALUE:	3,200,000 EUR per plant
PROJECT START DATE:	2016
PROJECT END DATE:	2018
FUNDING:	In search of strategic partners
PROJECT DESCRIPTION:	• The project should be planned and implemented in cooperation with the relevant institutions of the Republic of Serbia, region and EU, so as to improve and increase the usage rate of alternative energy sources in the Republic of Serbia. It will present the role and the relevance of cleaning of lakes in the Republic of Serbia in a clear and discernible manner, through the implementation of projects in the domain of RES. • Cleaning of lakes can greatly contribute to better functions of natural flora and fauna, tourism, water sports, and more efficient generation of electrical power.

Inspectional supervision

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure**
PROJECT NAME:	***Project „Demolition of illegally constructed buildings“***
STRATEGIC/ LEGAL FRAMEWORK:	Law on Planning and Construction
PROJECT IMPORTANCE:	• Better planning and usage of space in accordance with the applicable laws and regulations, given that the removal has a direct impact on the environment • The ecological aspect of the demolition is of particular interest not only for the professional, but also for the general public • Creating free space for new construction or use of that space for other purposes, which may be motivated by economic, technical, safety or ecological reasons, especially in urban areas • Managing normal life of people after natural disasters, when the removal of multiple objects is a priority
PROJECT STATUS:	• In 2015, the Ministry had the project with the same theme: - At the National park “Tara” on Perucac, 51 buildings were demolished, and a complete cleaning of the area and restoration to its initial state were performed - In 2015, demolition of buildings in the National park “Djerdap” and Nature special reserve “Uvac” – location Radojinja, are planned • Plan and program of demolition shall be made quarterly in accordance with the Regulation
INVESTMENT VALUE:	EUR 1,000,000. 00
PROJECT START DATE:	2016
PROJECT END DATE:	2018
FUNDING:	Budget of the Republic of Serbia and the enforcement officer in charge of the removal
PROJECT DESCRIPTION:	Technical support – none • Demolition on technology basis • A method for disengaging connections of certain building elements • A choice of mechanical equipment • Operational planning of all demolition activities • Disposal of the residues of the technological process • Storage and relocation of the equipment • Relocation • Storage of usable construction debris • Permanent disposal of waste that cannot be used

<table>
<tr><td>RESPONSIBLE PARTY:</td><td>The Ministry of Construction, Transport and Infrastructure</td></tr>
<tr><td>PROJECT NAME:</td><td>The project of technical assistance and institutional strengthening of inspection services</td></tr>
<tr><td>STRATEGIC/
LEGAL FRAMEWORK:</td><td>• Memorandum of Understanding and Cooperation between the Ministry of Construction, Transport and Infrastructure and the interested institutions</td></tr>
<tr><td>PROJECT IMPORTANCE:</td><td>• Strategic - regional – local significance
• The function of the project is to institutionally connect and strengthen the inspection services within the EU, the region and Serbia.
• The fundamental segments of the Ministry’s inspection activities are the following:
– Inspection control over the construction and use of national roads of first and second order,
– Inspection control over the national and international road traffic and transport,
– Inspection control over the railway traffic and transport,
– Inspection control over the waterborne transport and traffic,
– Inspection control over the construction activities,
– Inspection control over the urban development activities,
– Inspection control over the public utilities activities.</td></tr>
<tr><td>PROJECT STATUS:</td><td>• The preparation of the Project design regarding the technical support and strengthening of institutional inspection is currently under way.</td></tr>
<tr><td>INVESTMENT VALUE:</td><td>EUR 100,000</td></tr>
<tr><td>PROJECT START DATE:</td><td>2016</td></tr>
<tr><td>PROJECT END DATE:</td><td>2018</td></tr>
<tr><td>FUNDING:</td><td>• We are searching for a strategic partner</td></tr>
<tr><td>PROJECT DESCRIPTION:</td><td>Technical Assistance:
<table><tr><td>A software for operating and monitoring the activities of the inspection</td><td>1 multi-user package</td></tr><tr><td>Other software packages when necessary and in agreement with the donors</td><td>1 multi-user package</td></tr></table>• The project should be planned and implemented together with the relevant institutions in the EU, the region and Serbia, with the aim of providing equipment and professional development for the activities performed by the inspection services.
• The role and the significance of the inspection in the enforcement of the law depends greatly on their equipment, networking and ability to conduct inspection and control, examine violations of the law and determine the facts and existence of an offence or criminal act, in the shortest period of time after the offense or criminal act have been reported by a citizen, authority or an organization.
• Efficient performance of inspection services implies greater budget increase on the basis of collected fines for offences and criminal acts. Higher inspection efficiency leads towards high rate of compliance with and enforcement of legal provisions, the respect of civil rights and liberties.
• The networking within the inspection contributes greatly to faster provision of information, work activities and procedures.</td></tr>
</table>

RESPONSIBLE PARTY:	**The Ministry of Construction, Transport and Infrastructure**
PROJECT NAME:	***The project of technical assistance and institutional strengthening of inspection services***
STRATEGIC/ LEGAL FRAMEWORK:	• Memorandum of Understanding and Cooperation between the Ministry of Construction, Transport and Infrastructure and the interested institutions
PROJECT IMPORTANCE:	• Strategic - regional – local significance • The function of the project is to institutionally connect and strengthen the inspection services within the EU, the region and Serbia. • The fundamental segments of the Ministry's inspection activities are the following: – Inspection control over the construction and use of national roads of first and second order, – Inspection control over the national and international road traffic and transport, – Inspection control over the railway traffic and transport, – Inspection control over the waterborne transport and traffic, – Inspection control over the construction activities, – Inspection control over the urban development activities, – Inspection control over the public utilities activities.
PROJECT STATUS:	• The preparation of the Project design regarding the technical support and institutional inspection strengthening is currently under way
INVESTMENT VALUE:	EUR 50,000
PROJECT START DATE:	2016
PROJECT END DATE:	2018
FUNDING:	• We are searching for a strategic partner
PROJECT DESCRIPTION:	• Organizing a seminar for educating and strengthening the work activities of the republic, city and local self-government inspection, in the total duration of three months. • The project should be planned and implemented together with the relevant institutions in the EU, the region and Serbia, with the aim of providing professional development for the activities performed by the inspection services. • For higher efficiency, it is necessary to conduct education and presentations of the organization and actions necessary for the efficient enforcement of the law, all over the course of several month activities at the seminars and through cooperation with all inspectors enforcing the law. Clear definition of subordination and responsibilities of each individual subject is one of the main topics which should be addressed at the seminars. • In addition, it is necessary to conduct educationional activities in respect to competencies and cooperation with other authorities in the enforcement of the law upon which the inspections act.

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– Inspection control over the construction activities,
– Inspection control over the urban development activities,
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<tr><td>INVESTMENT VALUE:</td><td>EUR 200,000</td></tr>
<tr><td>PROJECT START DATE:</td><td>2016</td></tr>
<tr><td>PROJECT END DATE:</td><td>2018</td></tr>
<tr><td>FUNDING:</td><td>• We are searching for a strategic partner</td></tr>
<tr><td>PROJECT DESCRIPTION:</td><td>Technical Assistance:<table><tr><td>Uniforms and shoes with fluorescent vest and other parts of clothing and footwear</td><td>100 sets</td></tr></table>• The project should be planned and implemented together with the relevant institutions in the EU, the region and Serbia, with the aim of equiping and providing professional development for the activities performed by the inspection services. The role and significance of the inspection in the enforcement of the law depend greatly on their equipment and the necessity for it to be clearly recognizable while performing inspection control.
• Efficient performance of inspection services implies greater budget increase on the basis of collected fines for offences and criminal acts. Higher efficiency of inspection leads towards high rate of compliance with and enforcement of legal provisions, the respect of civil rights and liberties.
• The equipment planned as inspector’s protective equipment contributes to health protection and prevention of work injuries, building reputation and increasing efficiency of the inspection during their work activities.</td></tr>
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– Inspection control over the national and international road traffic and transport,
– Inspection control over the railway traffic and transport,
– Inspection control over the waterborne transport and traffic,
– Inspection control over the construction activities,
– Inspection control over the urban development activities,
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<tr><td>PROJECT STATUS:</td><td>• The preparation of the Project design regarding the technical support and institutional inspection strengthening is currently underway</td></tr>
<tr><td>INVESTMENT VALUE:</td><td>EUR 200,000</td></tr>
<tr><td>PROJECT START DATE:</td><td>2016</td></tr>
<tr><td>PROJECT END DATE:</td><td>2018</td></tr>
<tr><td>FUNDING:</td><td>• We are searching for a strategic partner</td></tr>
<tr><td>PROJECT DESCRIPTION:</td><td>Technical Assistance:<table><tr><td>Motorboats with equipment</td><td>8 sets</td></tr><tr><td>Binoculars</td><td>8 pieces</td></tr><tr><td>Night vision devices</td><td>8 pieces</td></tr></table>• The project should be planned and implemented together with the relevant institutions in the EU, the region and Serbia, with the aim of equiping and advancing the work of the inspection service for the safety of navigation.
• The role and significance of the inspection for the safety of navigation in the enforcement of the law depends greatly on their equipment and ability to conduct inspection and control, examine violations of the law and determine the facts and existence of an offence or criminal act, in the shortest period of time after the offense or criminal act have been reported by a citizen, authority or an organization.
• Efficient performance of inspection services implies greater budget increase on the basis of collected fines for offences and criminal acts. Higher efficiency of the inspection leads towards a high rate of compliance with and enforcement of legal provisions, the respect of civil rights and liberties.
• The inspection bears a special significance and role on the route of the Danubian corridor.</td></tr>
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– Inspection control over the construction activities,
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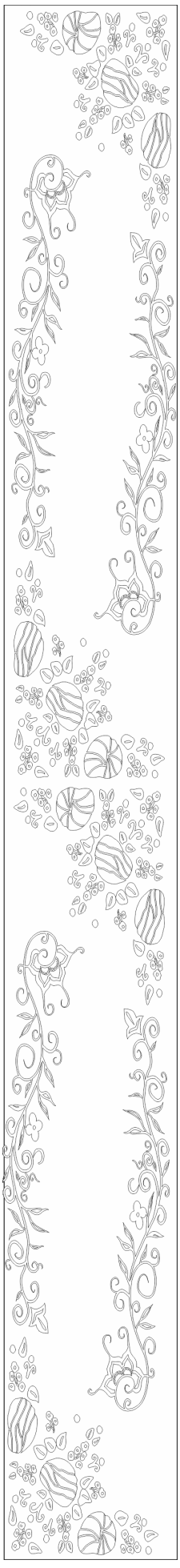
– Inspection control over the public utilities activities.</td></tr>
<tr><td>PROJECT STATUS:</td><td>• The preparation of the Project design regarding the technical support and institutional inspection strengthening is currently underway</td></tr>
<tr><td>INVESTMENT VALUE:</td><td>EUR 1,100,000</td></tr>
<tr><td>PROJECT START DATE:</td><td>2016</td></tr>
<tr><td>PROJECT END DATE:</td><td>2018</td></tr>
<tr><td>FUNDING:</td><td>We are searching for a strategic partner</td></tr>
<tr><td>PROJECT DESCRIPTION:</td><td>Technical Assistance:
<table><tr><td>Laptop computers</td><td>100 pieces</td></tr><tr><td>Vehicle-compatible printers</td><td>100 pieces</td></tr><tr><td>Vehicle-compatible scanners</td><td>100 pieces</td></tr><tr><td>Mobile phones with photo and audio recording of high resolution and quality, GPS-enabled</td><td>100 pieces</td></tr><tr><td>Laser distance meter</td><td>100 pieces</td></tr></table>• The project should be planned and implemented together with the relevant institutions in the EU, the region and Serbia, with the aim of equiping and developing the activities of the inspection service. The role and significance of the inspection in the enforcement of the law depends greatly on their equipment and ability to conduct inspection and control, examine violations of the law and determine the facts and existence of an offence or criminal act, in the shortest period of time after the offense or criminal act have been reported by a citizen, authority or an organization.
• Efficient performance of inspection services implies greater budget increase on the basis of collected fines for offences and criminal acts. Higher efficiency of the inspection leads towards a high rate of compliance with and enforcement of legal provisions, the respect of civil rights and liberties.
• The planned equipment, as an integral part of field vehicles, significantly accelerates the work and actions on the field.</td></tr>
</table>

Municipal Infrastructure



RESPONSIBLE PARTY:	**The Ministry of Construction, Transport and Infrastructure** **Republic Housing Agency**
PROJECT NAME:	***Post-earthquake housing reconstruction in Kraljevo (loan of the Council of Europe Development Bank –CEB for F / P 1830)***
IMPLEMENTING PARTNERS:	City of Kraljevo City Housing Agency Kraljevo
STRATEGIC/ LEGAL FRAMEWORK:	National Social Housing Strategy The Housing Act Law on Social Housing
PROJECT IMPORTANCE:	The project bears strategic importance, because several goals of the National Social Housing Strategy are achieved through it. The implementation of the project provides apartments for resettlement of households from unsafe housing units to appropriate and safe housing units, and also the satisfying of housing needs of persons who cannot obtain housing units on the market based on their own income
PROJECT STATUS:	The project was initiated immediately after the earthquake in Kraljevo (December 2010- February 2011), and the funding of 8 million Euros from the already approved and unrealized loans, approved by the CEB for the Project F / P 1528 for the housing of refugees, is to be diverted to this new project. As the initial project was developed at a higher amount of loan funds involving the EIB loan, the project has been reformulated since 2013. The project is in the preparatory phase and the following has been completed: 1. Feasibility study has been prepared, approved by the CEB Board of Directors, approving the loan for the financing of the project F / P 1830; 2. Terms of Reference, which determine the performance of activities, have been created, which was entrusted by CEB to the technical support for the Western Balkans (WBIF); 3. Under the Government's Decision no. 48-15497/2014, dated 10 February, 2015, a summarized feasibility study of the "Post-earthquake housing reconstruction in Kraljevo" was adopted, which initiated preparatory activities and enabled the start of negotiations on the loan; 4. Draft Government conclusion for the signing of the Preliminary agreement on cooperation between stakeholders was prepared; 5. Inventory of residents' possessions and measurement of the apartments have been prepared, on the basis of which decisions on certificates of specific parts have been issued and the registration of apartments in the real estate cadastre commenced; 6. Representative tenants' bodies have been formed- administrative and executive committee of the tenants has been elected; 7. Contractor for geophysical and geotechnical testing has been elected and the contract has been signed and forwarded for approval to the European Commission; 8. Architectural and urban development contest for the conceptual design on the basis of which the main design will be created has been conducted; 9. Preparation of the study on the effects on the environment in line with the EU directives is in the pipeline; 10. Meetings with the aim of coordination and monitoring of the implementation of activities are being held.
INVESTMENT VALUE:	The total project cost is approximately 13.6 million Euros. It is planned that about 59% of the costs will be financed by CEB loan, which will cover the costs of new construction and demolition of existing buildings. City of Kraljevo will participate with about 41% of the cost of the project, funding and in-kind, providing land and financing the construction of primary and secondary infrastructure and landscaping. The city will also cover the costs of licensing, supervision of works, technical acceptance procedures and project management.
PROJECT START DATE:	After the ratification of the loan agreement between the Republic of Serbia and the Council of Europe Development Bank, which is planned for 2016.

PROJECT END DATE:	If the preparatory activities begin in 2015, complete construction and relocation would be completed by H1 2019, primarily because it is not possible to immediately build all the buildings, but it is necessary to gradually release the site for construction of new buildings.
FUNDING:	CEB loan, EU grants for technical support, contribution of local self-governments in-kind.
PROJECT DESCRIPTION:	The project would include the construction of about 360 housing units (smaller area, an average of about 45 sqm, and the total area of about 17,000 sqm) for the resettlement of families whose homes were damaged by the earthquake in Kraljevo at the end of 2010. Locations where there are damaged housing units are to be demolished and new buildings for resettlement are to be built in the settlement "Pic mala", which was built between 1947 and 1955, for employees of the Wagon Factory "Magnohrom". Age of residential building and the fact that the construction systems during construction was not in line with strict seismic standards (which have been applied since the earthquake in Skopje) are the main reasons why these buildings were more severely damaged in the earthquake in comparison to other buildings. The buildings do not have vertical anti-seismic reinforcements, are distracted and are no longer structurally safe for habitation. There are 21 buildings in the settlement, out of which 16 are high-rise buildings and five are one-story buildings. Two buildings are former singles' hotels in which completely inadequate, small housing units are occupied mostly by poor Roma families. Residents of the new settlement have mostly very low incomes and the burden of poverty is felt in the settlement. The reconstruction of the settlement would significantly increase the quality of life of residents, while at the same time, it would be a significant positive shift in the economic life of the city, which experienced considerable economic decline in the transition and privatization period. To support the preparation of the project and necessary documentation, conduction of individual analysis and resolution of legal issues, CEB has provided a grant that can be used before the withdrawal of the loan. The total budget of the project is estimated at 13.5 million Euros, out of which 8 million Euros (59%) is the construction loan, and the rest is the participation of local self-government in-kind (land, primary and secondary infrastructure, project management, supervision). The project will be implemented in three phases: The primary phase, which includes: establishment of the Project management unit in Kraljevo, signing agreements on cooperation between Ministry of Construction, Transport and Infrastructure (MCTI), Kraljevo and Republic Housing Agency (RHA), compiling inventory of residents and households and measuring of the apartments; updating the owners' documentation and registration of apartments; signing preliminary agreements with tenants on the property exchange; geo-mechanical and geophysical researches; land-use surveys; preparing reports on the impacts on the environment; architectural and urban development contest; urban design preparation. The construction phase, which includes: adoption of the Law on Ratification of the Framework Loan Agreement; drafting and signing of the financing agreement; implementation of public procurement procedure for selection of contractors; demolition of existing buildings and construction of new ones. Phase allocation and maintenance support, which includes: distribution of housing units, making decisions on the allocation of housing units, support to the establishment of bodies for the management and maintenance of new residential buildings.

RESPONSIBLE PARTY:	Republic Housing Agency
PROJECT NAME:	***Project for improving access for persons with disability and reduced mobility to public facilities on the local level***
IMPLEMENTING PARTNERS:	Social inclusion and poverty reduction unit and local self-governments
STRATEGIC/ LEGAL FRAMEWORK:	Law on Prevention of Discrimination against Persons with Disabilities The recommendations of the Ombudsman of the Republic of Serbia Sectorial Planning Document for IPA 2016 Regulation on technical accessibility standards UN Convention on the Rights of Persons with Disabilities The EU Strategy dedicated to people with disabilities
PROJECT IMPORTANCE:	The project bears strategic importance since several goals are achieved through its execution. The project enables easier accessibility for people with disabilities and persons with reduced mobility to public facilities, improves the position of the mentioned persons and promotes their involvement in the community. The implementation of the project increases the full implementation of the existing legal framework which regulates this area, but it also raises the awareness on the importance and need for a more intensive application of the framework in the future. Also, the project should enable and building the capacity to implement the legislation in force at local level.
PROJECT STATUS:	At the proposal of the Social Inclusion and Poverty Reduction Unit, the Ministry of Construction, Transport and Infrastructure launched an initiative for preparation of the project to increase access to public facilities for persons with disabilities and reduced mobility in March 2015. In cooperation with the Serbian European Integration Office and Social Inclusion and Poverty Reduction Unit, MCTI and RHA are in the preparatory phase of the project and are providing the necessary financial resources from IPA funds (adoption of the Sectorial Planning Document for IPA 2016 is expected).
INVESTMENT VALUE:	The costs of mapping of priority works and preparation of the technical documentation are estimated at 300,000.00 Euros and will be financed from unallocated funds from IPA 2012 or IPA 2013. The implementation of the project, which includes performance of the necessary construction works on public buildings, will be done under IPA 2016 in the amount of 3 million Euros. Amount of 500,000.00 Euros will be provided from the funds for engagement of technical assistance for the effective implementation of the project.
PROJECT START DATE:	The preparatory phase is planned to commence by the end of 2016, while the start of the project is planned for Q2 2017.
PROJECT END DATE:	It is planned for the project to be completed in Q1 2020.
FUNDING:	Unallocated funds from either IPA 2012 or IPA 2013 or IPA 2016
PROJECT DESCRIPTION:	The project stipulates increased accessibility to public buildings for persons with disabilities and persons with reduced mobility. Mapping of priority works and preparation of technical documentation will be performed in the applicable municipalities, of III and IV order of development. After completing the mapping and preparing the necessary documentation, the implementation phase will ensue, and it includes performing necessary construction works on public buildings in the municipalities of III and IV order of development. The project will enable the reconstruction of buildings: schools, centres for social work, health centres, employment bureaus, and others. Reconstruction of buildings will be implemented through the creation of access ramps, instalment of elevators, renovation of toilets, entrances, passages and the like. It is planned for the works to be implemented in at least 30 municipalities and in at least 90 buildings. The project should raise awareness at local level of the need for easier access for persons with disabilities and persons with reduced mobility in order to ensure exercising of all human rights and fundamental liberties of every citizen.

RESPONSIBLE PARTY:	**Ministry of Construction, Transport and Infrastructure** **Republic Housing Agency**
PROJECT NAME:	***Project "Local schemes of social housing"***
IMPLEMENTING PARTNERS:	Local self-governments
STRATEGIC/LEGAL BASIS:	• National Social Housing Strategy • Law on Housing • Law on Social Housing
PROJECT IMPORTANCE:	• The project bears strategic relevance, as through its realization, several goals of the National Social Housing Strategy are accomplished. • The realization of the project provides apartments for meeting housing needs of households with low and medium-high incomes that cannot provide apartments under the market conditions. • Furthermore, through this project, basic elements of the system of social housing are strengthened, such as checking and setting-up sustainable financial mechanism through which reliable and sustainable financing of apartments is provided for other potential beneficiaries of housing support from the public sector who cannot provide an apartment under the market conditions by their own means (not only 1,700 households), public housing funds in local self-government units are increased, and local self-governments' capacities for implementation of local housing policies are increased.
PROJECT STATUS:	Feasibility study has been prepared in accordance with CEB policy.
INVESTMENT VALUE:	Estimated value 58 million EUR
PROJECT START DATE:	Cannot be determined at the moment
PROJECT END DATE:	2.5 years upon the start of the project realization
SOURCE OF FUNDING:	Funding has not been provided yet. Currently, we are in the process of searching for funds.
PROJECT DESCRIPTION:	• The realization of this project comprises of construction and allocation of c. 500 apartments of social housing for rental under favourable conditions to households with low incomes and c. 1,200 apartments for sale under non-profit conditions to households with medium-high incomes in c. 15 LSG units in the Republic of Serbia. • The aim of the project is to construct apartments in several cities and municipalities in the Republic of Serbia under non-profit conditions and allocate them by clearly determined allocation rules to households with low and medium-high incomes, in two ways – via renting and via sale under non-profit conditions. At the same time, the realization of the project should boost local economic development, by stimulating activities in the apartment construction sector, as well as secure the stimuli for further development of instruments of a comprehensive national system of social housing. • The project has been envisioned so as to be more sustainable and as appropriate as possible to rational expenditure of financial means from the public sector in crisis conditions. Feasibility study has shown that, with the non-profit investments of all stakeholders (CEB, RS and LSG units), it is possible to achieve amenable apartment prices for households with medium-high incomes, and amenable rental prices for households with low incomes, with the same ratio of obligations and involvement of all stakeholders. • Furthermore, it should be noted that beneficiaries, not the state or local self-government, shall cover the repayment of loans for the non-profit sale mode, whereas the repayment of CEB loan funds invested in the subsidized rental model shall be repaid as follows: RS – 20%, ultimate beneficiary – 30%, LSG unit – 50%, all with the aim of supporting the project feasibility. • It is possible to attain greater financial sustainability of the project, should the repayment funds be reinvested during the five-year grace period and provided that the reinvestment is exclusively made in social housing apartments in public property which would be leased under subsidized rental to households with low incomes.

RESPONSIBLE PARTY :	**The Ministry of Construction, Transport and Infrastructure**
PROJECT NAME:	**Solid Waste Management and Landfills Construction for two (2) pre-defined Waste Regions in Serbia**
STRATEGIC/ LEGAL BASIS:	• Law on Waste Management • Waste Management Strategy • National Waste Management Plans • Law on Packaging and Packaging Waste Management
PROJECT IMPORTANCE:	• Improvements in the solid waste management (SWM) sector strategy and significant investments in a modern integrated SWM system become even more important with regards to Serbia's aspiration to fulfil EU standards in the framework of EU accession negotiations
PROJECT STATUS:	• Identification of engineering and economical projects completed. The next step is the preparation of two full-fledged Feasibility studies (FIS), one for each of the waste regions.
INVESTMENT VALUE:	EUR 1,000,000 – feasibility studies EUR 25,000,000 - designs and constructions/ implementation
PROJECT START DATE:	2016
PROJECT END DATE:	2020
FUNDING:	Combination of loan and grant
PROJECT DESCRIPTION:	• Two municipalities signed the inter-municipal agreements with adjacent municipalities (six municipalities per each one) to engage into regional schemes for Integrated Solid Waste Management in accordance with the National strategy. Each waste region has about 200,000 inhabitants. • Identification of independent engineering and economical projects were completed for these two waste regions. • The project consists of preparation of the FISs and project documentation and preparation of the following: waste collection, transportation, treatment, final disposal, tariff system, increase of cost collection efficiency, institutional model for the future organization and operation of SWM in the project regions.

RESPONSIBLE PARTY :	**The Ministry of Construction, Transport and Infrastructure**
PROJECT NAME:	**Water supply and Waste water for ten (10) towns (sized bellow 50,000 inhabitants) in Serbia**
STRATEGIC/ LEGAL BASIS:	• Serbian national legislation
PROJECT IMPORTANCE:	• Improvements in the water and waste water sector strategy and significant investments in a modern integrated SWM system become even more important with regards to Serbia's aspiration to fulfil EU standards in the framework of EU accession negotiations.
PROJECT STATUS:	• Identification of engineering and economical projects completed. The next step is the preparation of Feasibility studies (FIS).
INVESTMENT VALUE:	EUR 1,000,000 – feasibility studies EUR 10,000,000 – designs and constructions
PROJECT START DATE:	2016
PROJECT END DATE:	2020
FUNDING:	Combination of loan and grant
PROJECT DESCRIPTION:	Identification of independent engineering projects completed for ten (10) towns. • The project consists of preparation of the FISs and project documentation and preparation of the following: water supply and waste water networks, waste water collectors, construction of the new water or waste water treatment plants, tariff system, increase of cost collection efficiency, institutional model for the future organization and operation.

RESPONSIBLE PARTY :	**The Ministry of Construction, Transport and Infrastructure**
PROJECT NAME:	***Waste water collection and treatment plants – Central Serbia*** ***eight (8) towns (between 50,000 and 150,000 inhabitants) in Serbia***
STRATEGIC/ LEGAL BASIS:	• Serbian national legislation
PROJECT IMPORTANCE:	• Improvements in waste water sector strategy and significant investments in a modern integrated SWM system become even more important with regards to Serbia's aspiration to fulfil EU standards in the framework of EU accession negotiations
PROJECT STATUS:	• Identification of engineering and economical projects completed. The next step is the preparation of Feasibility studies (FIS), designs and constructions.
INVESTMENT VALUE:	EUR 2,500,000 – feasibility studies EUR 90,000,000 – designs and constructions
PROJECT START DATE:	2016
PROJECT END DATE:	2020
FUNDING:	Combination of loan and grant
PROJECT DESCRIPTION:	• Identification of independent engineering and economical projects completed for eight towns. Eight towns have been identified. • The project consists of preparation of the FISs and project documentation and preparation of the following: waste water networks, waste water collectors, construction of the new and reconstruction of old waste water treatment plants, tariff system, increased cost collection efficiency, institutional model for the future organization and operation.

RESPONSIBLE PARTY :	**The Ministry of Construction, Transport and Infrastructure**
PROJECT NAME:	***Protecting water sources in Subotica***
INVESTOR:	Public utility companies (PUCs)
CONTRACTOR:	Various Serbian companies
SUPERVISION:	(PUCs)
PROJECTOR:	Various Serbian engineering companies
STRATEGIC/ LEGAL BASIS:	• Serbian national legislation
PROJECT IMPORTANCE:	• Improvements in water sector strategy and significant investments in a modern integrated SWM system become even more important with regards to Serbia's aspiration to fulfil EU standards in the framework of EU accession negotiations
PROJECT STATUS:	• Identification of engineering and economical projects completed. FIS completed. Project designs completed. Tenders for construction are under way.
INVESTMENT VALUE:	EUR 6,000,000 for FIS, designs and constructions
PROJECT START DATE:	2016
PROJECT END DATE:	2020
FUNDING:	FR Germany, KFW
PROJECT DESCRIPTION:	• The project consists of preparation of the FISs and project documentation and preparation of the following: upgrading WWTP Subotica, connection of village Palic, sewerage network around Lake Palic and buffer zones around lakes, and sanitation improvement.

RESPONSIBLE PARTY:	**The Ministry of Construction, Transport and Infrastructure**
PROJECT NAME:	***LED solar panel (on grid) lighting in Corridor X***
STRATEGIC/ LEGAL FRAMEWORK:	• Memorandum of Understanding and Cooperation between the Ministry of Construction, Transport and Infrastructure and Serbian Corridors • Energy Development Strategy of the Republic of Serbia until 2025 with projections until 2030 • Memorandum of Understanding and Cooperation between the Ministry of Construction, Transport and Infrastructure and interested institutions
PROJECT IMPORTANCE:	• Strategic- regional– local significance • Saving electricity and relieve energy system of the Republic of Serbia, securing better lighting on highways and considerable improvement of traffic safety, especially if it is taken into account that currently only certain sections are lighted (interchanges and tolls).
PROJECT STATUS:	• The main LED solar panel (on grid) lighting project for Corridor 10 is in the pipeline.
INVESTMENT VALUE:	5,800,000 EUR (on grid Belgrade-Novi Sad) 29,000,000.00 EUR for 500 km (Subotica-Nis)
PROJECT START DATE:	2016
PROJECT END DATE:	2021
FUNDING:	• In search of strategic partners
PROJECT DESCRIPTION:	• Technical support: c. 500km (Subotica-Nis) i.e. Belgrade- Novi Sad (c. 100km) • The project is to be planned and implemented in cooperation with the relevant business entities with prior experience in the implementation of projects of the kind out on the territory of Serbia. • Calculation should be made for the necessary LED lights, taking into account lights at interchanges (the old lights should be replaced since the polls next to the loops also need to support the structure bearing a certain number of solar panels at a certain height; according to the calculation for bearing capacity which should be made, decide whether replacement of polls is necessary). • Optimization of the proportion of the distance of battery banks, cables and panels and, based thereon, setting the number of battery banks, their distance and capacity. Battery banks are located in median strips between two highway lanes, well isolated in order to prevent big loss which might incur at low temperatures. • On the basis of the amount of funds already provided, the project could be implemented successively, per Highway E75 sections.

RESPONSIBLE PARTY:	**The Ministry of Construction, Transport and Infrastructure**
PROJECT NAME:	***LED solar panel (on grid) lighting at Squares located in local self-governments in Serbia (ten squares, in towns as suggested by the Ministry)***
STRATEGIC/ LEGAL FRAMEWORK:	• Memorandum of Understanding and Cooperation between the Ministry of Construction, Transport and Infrastructure and local institutions. • Energy Development Strategy of the Republic of Serbia until 2025 with projections until 2030 • Memorandum of Understanding and Cooperation between the Ministry of Construction, Transport and Infrastructure and interested institutions
PROJECT IMPORTANCE:	• Regional– local significance • The project should save electricity and relieve energy system of the Republic of Serbia, improve energy efficiency of local self-governments, secure lighting in public areas and increase safety of citizens, primarily the youth.
PROJECT STATUS:	• LED solar panel (on grid) lighting in squares located in local self-governments in Serbia (ten squares, in towns as suggested by the Ministry)
INVESTMENT VALUE:	1,560,000 EUR (on grid)
PROJECT START DATE:	2016
PROJECT END DATE:	2017
FUNDING:	• In search of strategic partners
PROJECT DESCRIPTION:	• Technical support: 10 sets- ten squares • The project should be planned and implemented by the relevant business entities with prior experience in other projects of the kind carried out on the territory of Serbia. • Based on the technical calculation, determine the number of lights depending on the square size. Based thereon, determine the capacity of the battery bank and other installations necessary for the system to be operable. • The proposed investment value refers to 16 lights (per square), including corresponding equipment, cables and automatic machines.