



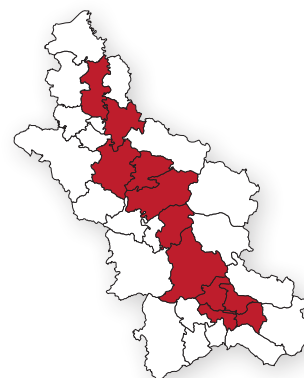
VELIKA PLANA - NIŠ

KEY INFORMATION ABOUT THE PROJECT

MODERNIZATION AND RECONSTRUCTION OF THE VELIKA PLANA-NIŠ
Velika Plana, Gilje, Paraćin, Stalać, Đunis, Niš (Trupale)

PPF8/EuropeAid/137044/DH/SER/RS

Sector: Transport



The main railway line Belgrade - Niš - Preševo - Macedonian border is an integral part of the European railway network (Corridor X) that is of great importance for domestic and international transport.

The lack of network and inadequate maintenance of railways over the last 35 years are the main reasons for the bottlenecks and poor quality of railway transport services in the Republic of Serbia. In order to mitigate the deterioration of the railway network and enable the operation of the railway infrastructure in these conditions, speed limits were introduced and resulted in reduced railway capacity.

The anticipated speeds are no longer achievable. Today, the average permitted speed on the main lines is down to 50 mph, and this theoretical value in reality corresponds to the fastest average speed of the train (according to the timetable), which is only 37 mph.

The ultimate objective of developing the Serbian railway infrastructure is the integration of the most important international railway line of the pan-European Corridor X through the Republic of Serbia, which the Velika Plana-Niš section is part of. This will ensure interoperability and connectivity across all EU regions and at the same time contribute to socio-economic growth throughout Europe. The development of an integrated European railway network requires interoperability (technical compatibility) of the infrastructure, rolling stock, signalling, and other subsystems of the railway system, as well as simplified procedures for rolling stock authorisation through the EU railway network.

Over the years, national railways developed different technical specifications for their infrastructure. Different track widths, electrification standards, and signalling and safety systems make the movement of trains from one country to another difficult and costly. The EU has specific regulations to promote interoperability and overcome these differences..



The section in on the Belgrade–Niš railway line

PROJECT OBJECTIVES

- » Increasing the quality and reliability of the pan-European railway Corridor X through Serbia;
- » Reducing travel time at design speeds of up to 99 mph;
- » Enabling time saving for passengers thanks to greater efficiency, improved operation, and punctuality of trains;
- » Increasing rail and traffic capacities (which will contribute to significant increase in the volume of passengers and cargo by 30%);
- » Improving the railway's safety and security by installing a modern signalling and telecommunications system;
- » Increasing the appeal of the railway and regaining the market share that was lost to other modes of transport;
- » Ensuring the interoperability of trains within the pan-European railway network;
- » Developing a sustainable multimodal transport network in Southeast Europe;
- » Increasing the competitiveness of international freight transport and its growth potential as a service provider for the European economy and environmentally friendly logistics throughout Europe;
- » Establishing the Alpine-Western Balkan corridor of the EU freight transport network;
- » Achieving the objectives under the EU Guidelines for the development of the trans-European transportation network by 2030;
- » Implementing the 4th Railway Package, composed of six legal texts intended to establish a single market for rail services (Single European Rail Area);
- » Restoring the railway sector and competitiveness in relation to other modes of transport;
- » Ensuring compliance with the Regulation on the European Rail Network for Competitive Freight EU 913/2010.

PROJECT DESCRIPTION

Within the EU PPF program, the EU PPF8 project unit's expert team will produce the technical and tender documentation for the modernization of the Velika Plana–Niš railway line, which includes the following double-track sections with a total length of 68 miles:

1. Velika Plana – Gilje, length 31 miles
2. Paraćin–Stalać, length 12 miles
3. Đunis–Niš (Trupale), length 24 miles.



PROJECT STATUS (JANUARY 2019)

Project results

Feasibility Study	Environmental Impact Assessment Study	Preliminary Design, incl. Conceptual Design	Tender Documentation
SEPTEMBER 2019	SEPTEMBER 2019	SEPTEMBER 2019	SEPTEMBER 2019

The preliminary activities– including support in the preparation of the Terms of Reference and Methodology – are fully completed.

Preparatory and surveying works – until March 2019.

The project is part of documented development strategies:

Infrastructure Corridor Plan; General Master Plan for Serbian Transport 2009–2027; European Agreement on Main International Railway Lines (AGC); European Agreement on Important International Combined Transport Lines and Related Installations (AGTC); South East Europe Cooperation Process (SEECF); and Technical Specifications for Interoperability (TSI).