



DEPUTY PRIME MINISTER AND
MINISTER OF CONSTRUCTION,
TRANSPORT AND INFRASTRUCTURE

INVESTMENT PLAN

S E R B I A

Belgrade, September 2019

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INTRODUCTION

With its geographical position in the central part of the Western Balkans Region of Europe Serbia has from ancient to modern times been a bridge between the West and the East.

The shortest and most comfortable continental route between Europe and Asia, running in considerable length through the present territory of the Republic of Serbia, with the not less considerable portion of the most transport efficient part of the navigable International Inner Waterway of the Danube River define the strategic importance of Serbia in the European and World transport network.

Pan-European Transport Corridors



Avoiding the confusion of official names of the Trans European Network, (TEN-T) based on the fact that the name of the Core Network Corridor is applied only to routes running through present member countries, **Corridor VII** (the Danube as a waterway) and **Corridor X** (road- railway) make up the basis of the transport system in the Republic of Serbia. In addition to these corridors also of great importance is the road and part of the **Route 4** Belgrade - South Adriatic E - 763 and/or E-79 railway line.

The Republic of Serbia is surrounded by other Pan-European corridors and their branches (**Corridor IV**: Dresden/Nurnberg - Prague - Vienna - Bratislava - Győr - Budapest - Arad - Bucharest - Constanta/Craiova - Sofia - Thessaloniki/Plovdiv - Istanbul; **Corridor Vc**: Budapest - Osijek - Sarajevo - Ploče and **Corridor VIII**: Durrës - Tirana - Skopje - Bitola - Sofia - Dimitrovgrad - Burgas - Varna). Parts of these Corridors which are still in construction will become parts of the TEN-T network to be fully established by the year 2030.

In the process of accession to EU, Serbia cooperating with the EU regional cooperation organization SEETO, or South East Europe Transport Observatory network to improve and harmonies regional transport policies and technical standards for the Indicative Extension of TEN-T Comprehensive Network to the Western Balkans development, to maintain an effective coordination and communication network; and integrate the Indicative Extension of TEN-T Comprehensive Network to the Western Balkans in the framework of the wider Trans European Network.



Accordingly, the whole Western Balkans Transport network has been divided into two categories Comprehensive (of regional importance), Core (of European importance). Serbia has quite dense network (both core and comprehensive) in SEETO multimodal network

Serbian SEETO network

	Road	Rail	IWW	River ports	Airports
Comprehensive	1626 km	1788 km	963 km: Danube (588km), Sava (211km), Tisa (164km)		Nis
Core	1332 km	1414 km	963 km: Danube (588km), Sava (211km), Tisa (164km)	Belgrade, Novi Sad	Belgrade

SEETO Road projects (including Belgrade by-pass)

SEETO Rail and IWW network



In accordance with the established priorities Projects have been defined and financed

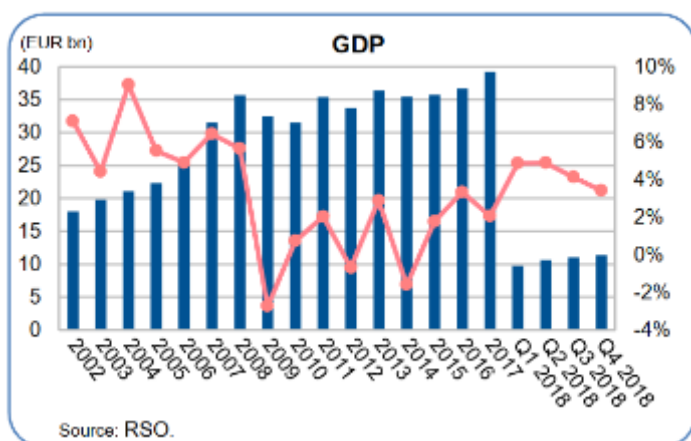
Investments on transport networks in Serbia from 2004			
	TEN-T Comprehensive Network	TEN-T Core Network	
Total investments from 2004	€ 4.215 billion	€ 4.160 billion	
Disbursed	€ 1.491 billion	€ 1.437 billion	
Committed	€ 2.724 billion	€ 2.724 billion	
Investments by transport mode	Road	€3.060 billion	€3.005 billion
	Rail	€1071 million	€1071 million
	IWW	€16.7 million	€16.7 million
	River ports	-	-
	Airports	€67 million	€67 million
Main source of funding	Budget	21%	21%
	IFI loans	51%	51%
	Concessions (airport)	-	-
	EU funds	1%	1%
	Other^a	27%	27%

In the period up to the year 2020 the Republic of Serbia is planning to additionally invest close to 6,0 billion EUR into transport infrastructure projects with the ratio 3 : 1 in favor of investments to railway projects.

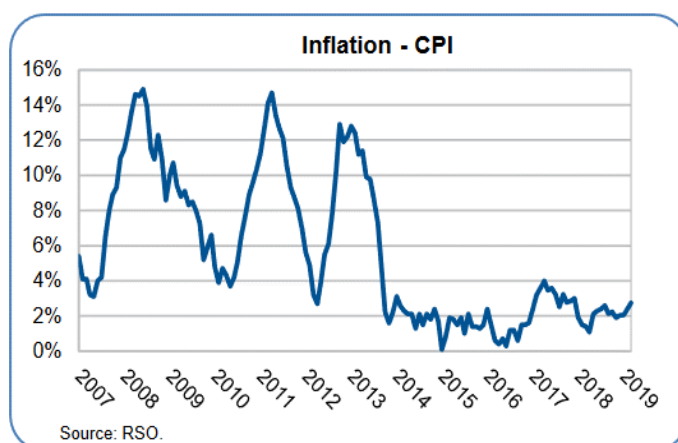
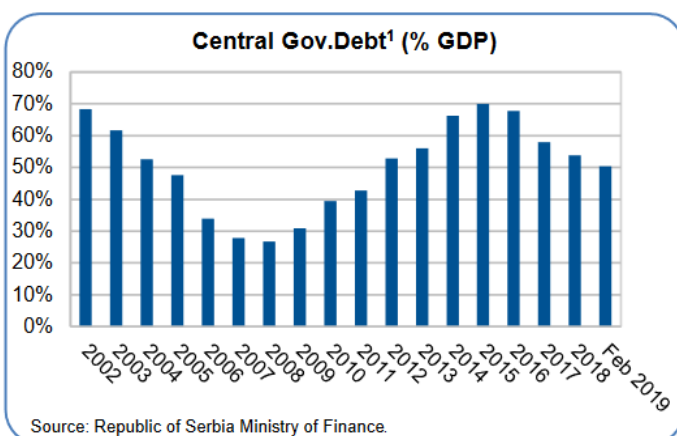
REPUBLIC OF SERBIA - FACT SHEET

Serbia	*NBS forecast											
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019*
Real GDP, y-o-y %	5.7	-2.7	0.7	2.0	-0.7	2.9	-1.6	1.8	3.3	2.0	4.3**	3.5
Private consumption, in %	4.5	-3.3	-0.6	1.4	-1.7	-1.7	-0.1	-0.3	1.3	1.9	3.3	3.5
Private investment, ¹ in %	14.4	-23.6	-7.9	7.5	15.1	-7.7	-5.6	3.5	2.7	10.1	3.5	4.1
Government consumption, in %	3.5	-1.7	0.0	1.6	0.4	-2.1	0.9	-3.7	1.2	3.3	3.6	3.3
Government investment, in %	-16.4	-16.6	0.0	-7.8	7.6	-35.8	13.6	14.0	22.0	-6.4	43.1	16.3
Exports, in %	12.6	-11.5	16.9	5.6	2.9	18.0	4.3	9.4	11.9	8.2	8.9	7.4
Imports, in %	10.1	-21.9	-0.1	7.2	-0.6	6.5	5.1	4.0	6.7	11.1	11.1	7.6
Unemployment Rate, in % ⁴	13.6	16.1	19.2	23.0	23.9	22.1	19.2	17.7	15.3	13.5	12.7	n/a
Nominal Wages, in % ⁵	18.0	9.0	7.6	11.2	9.0	6.2	1.4	-0.2	3.7	3.9	6.5	n/a
Money Supply (M3), in %	9.8	21.5	12.9	10.3	9.4	4.6	7.6	6.6	11.6	3.6	14.5	n/a
CPI, ² in %	8.6	6.6	10.3	7	12.2	2.2	1.7	1.5	1.6	3.0	2.0	chart 2
National Bank of Serbia Key Policy Rate, ³ in %	17.8	9.5	11.5	9.8	11.3	9.5	8.0	4.5	4.0	3.5	3.0	3.0
Current Account Deficit BPM-6 (% of GDP)	20.0	6.3	6.5	10.3	10.9	5.8	5.6	3.5	2.9	5.2	5.2	5.0

¹ Excluding the effect of change in inventories
² Inflation figures in the table represent Dec on Dec inflation: (P/R-12)*100-100
³ Latest data
⁴ Labour Force Survey. Since 2014, data are revised according to the new LFS methodology.
⁵ Since 2017, nominal wages published according to the new methodology.
** SORS estimate based on sum of four quarters

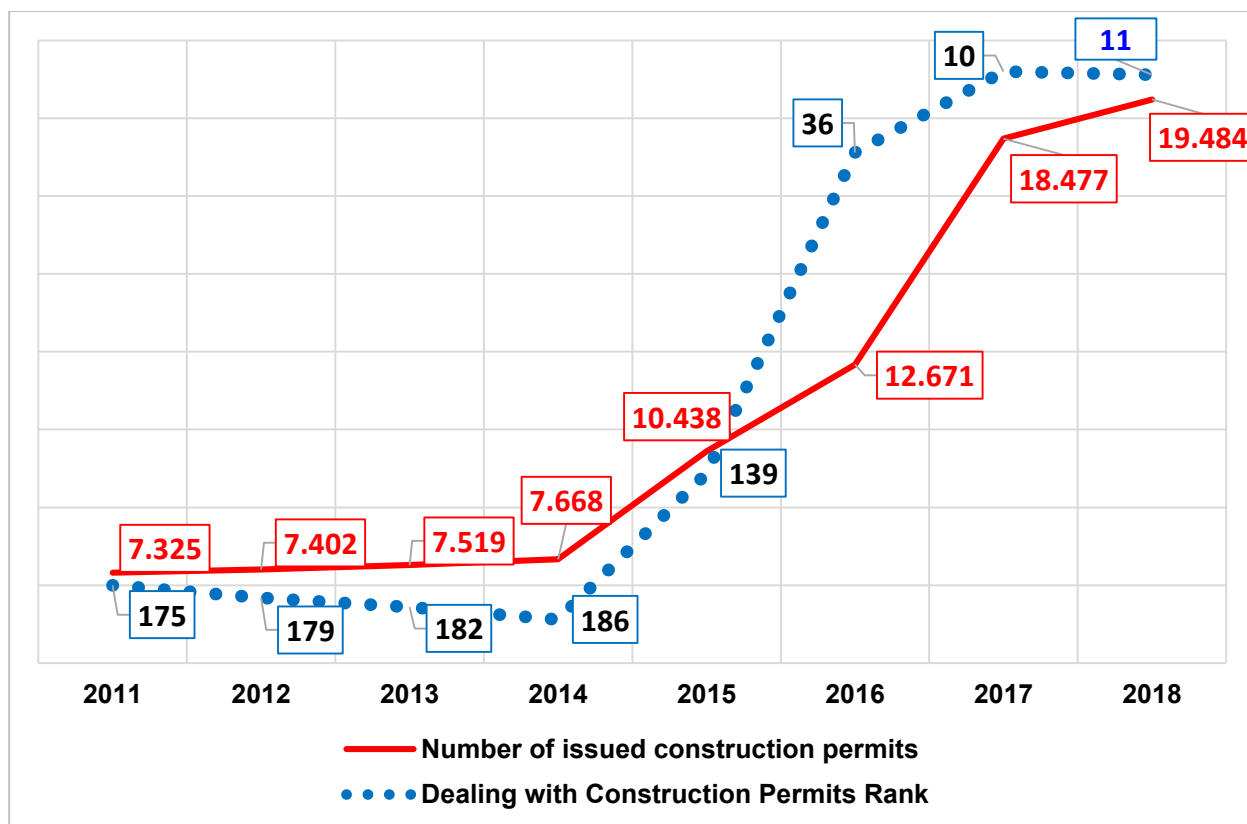


In six years, Serbia has transformed to a low inflation and stable growing economy, with fiscal surplus, declining public debt, significantly reduced external imbalances and labour market recovery. GDP growth in 2018 (highest in a decade) was driven by investments and exports, as well as labour market recovery. Upward trend continues in 2019. Inflation is kept firmly in check, moving around 2% on average in the past five years. From the beginning of 2019, financial sector and corporates' two-year ahead inflation expectations are just about the central inflation target of 3.0%.

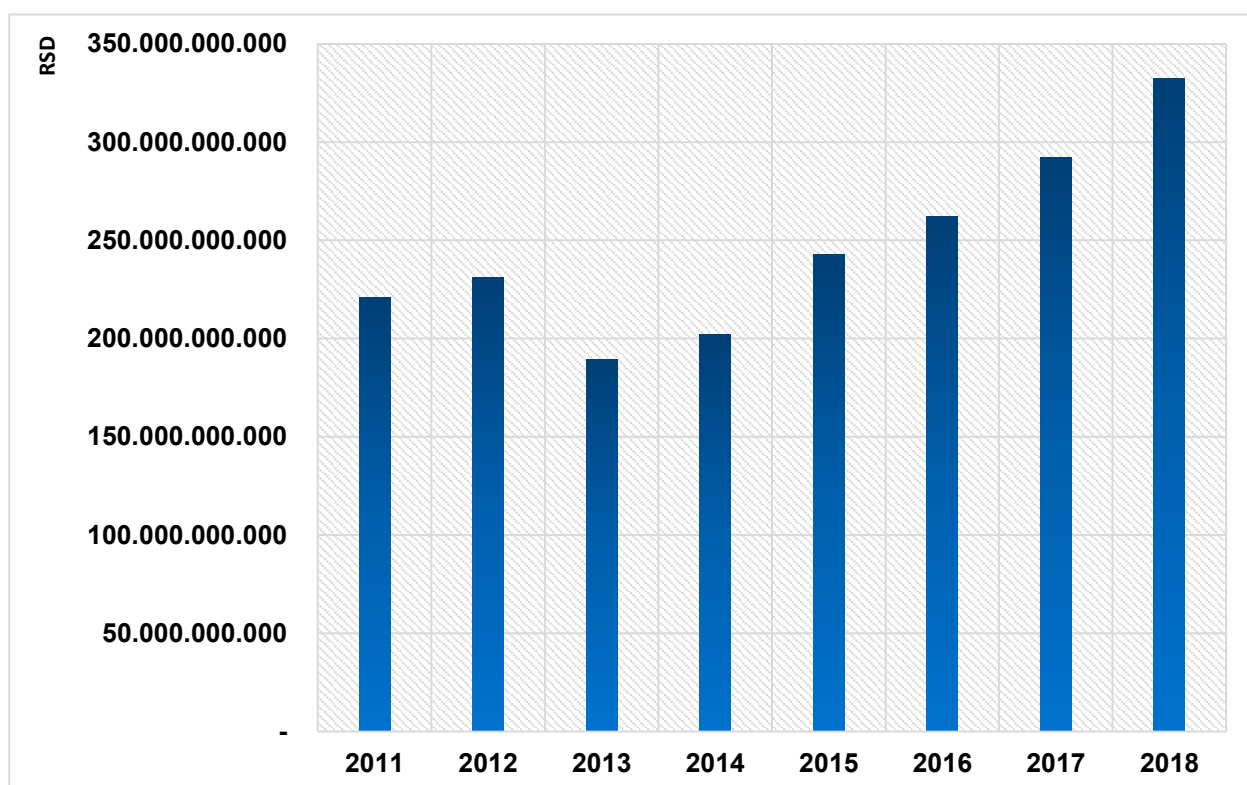


CONSTRUCTION, TRANSPORT AND INFRASTRUCTURE - FACT SHEET

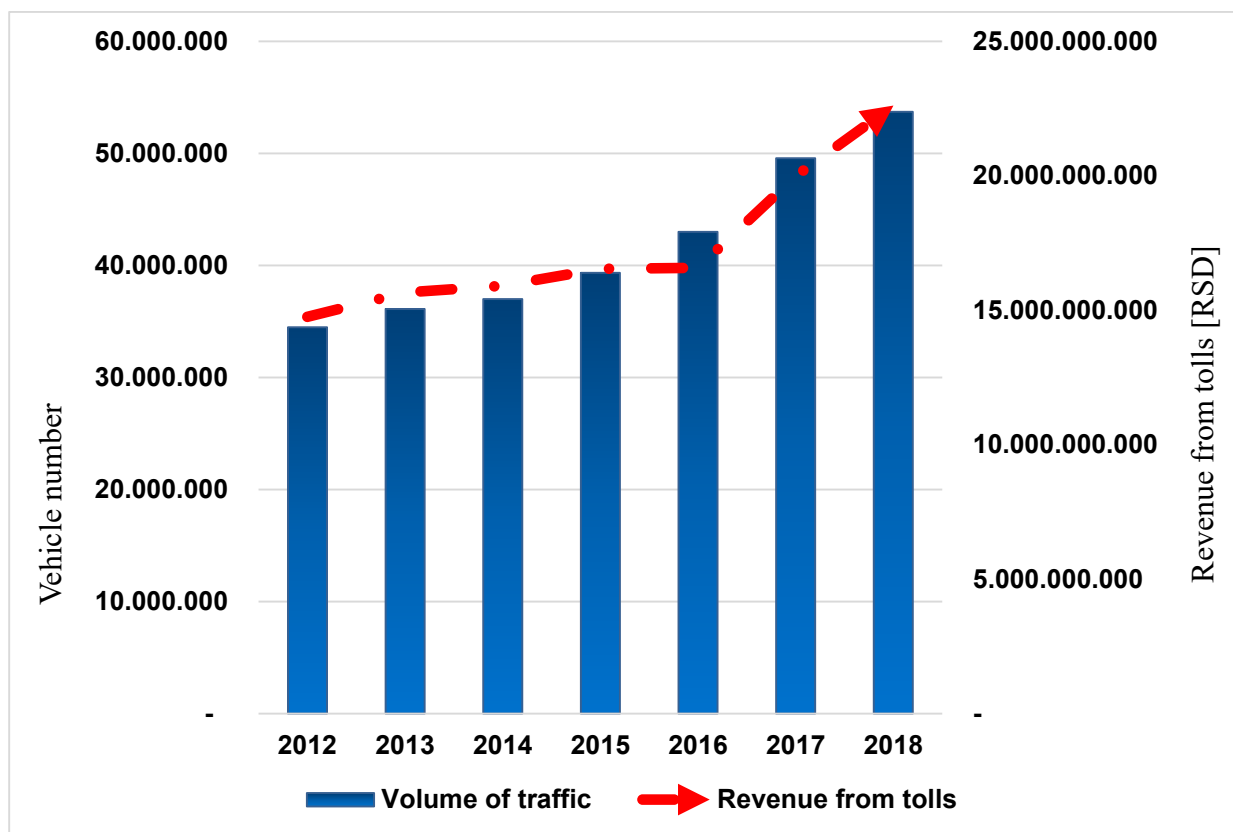
Number of issued building permits RS 2011 – 2018 and Doing business Rank



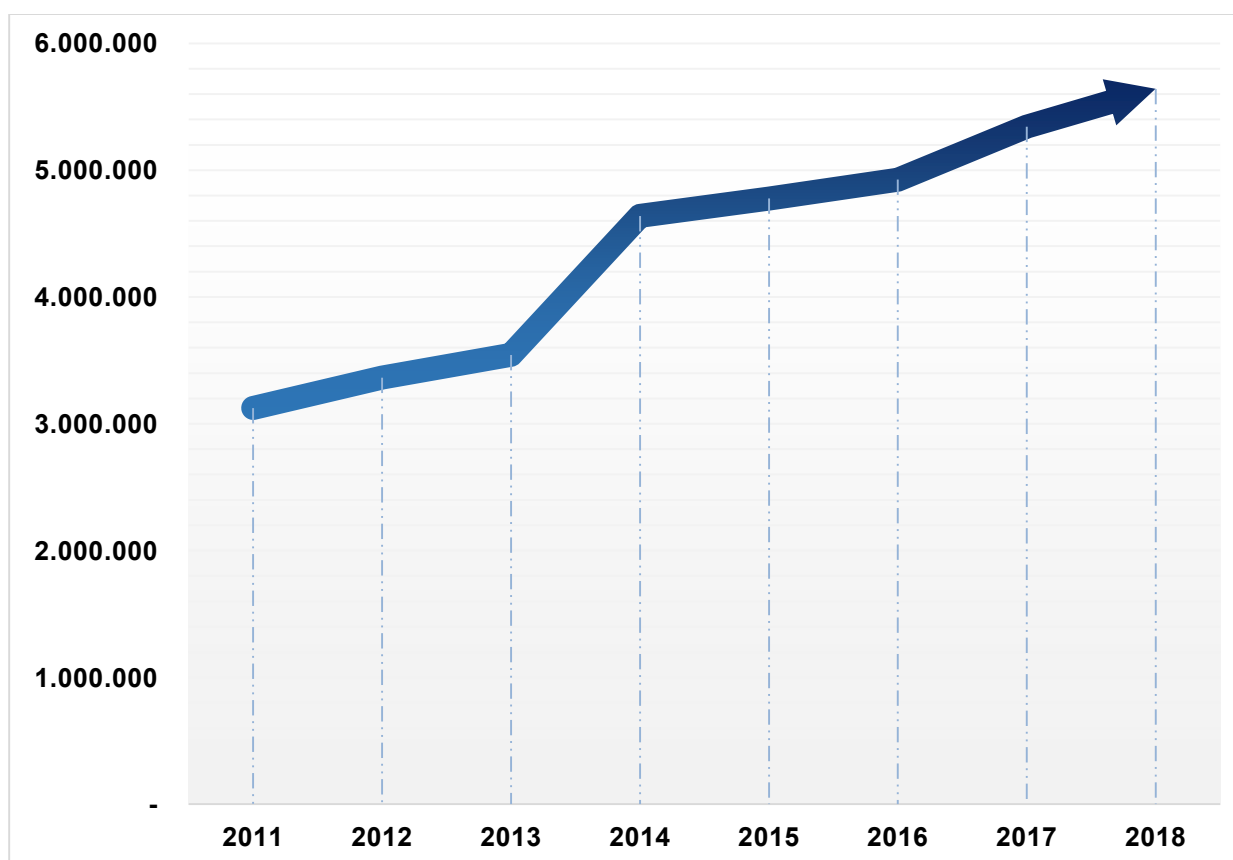
Value of carried out construction work RS 2011 – 2018



Traffic volumes and revenues from highway tolls RS 2012 - 2018



Number of passengers at the Belgrade airport - Nikola Tesla



ONGOING PROJECTS

ROADS

CORRIDOR X

The total length of roads belonging to Corridor X running in the territory of the Republic of Serbia is 792km; Works on Corridor X are organized under 5 projects:



- **Project North**

E-75 from border crossing Horgos to Novi Sad, (including Y fork of 23,6km that runs from Kelebija towards Subotica South Loop,) of the length 108 km.

- **Project Main axel of Corridor X**

E-70 section from Belgrade – Junction Bubanj potok to border crossing with Croatia, of the length of 121,1 km. and E-75 from Belgrade –Junction Bubanj potok to Nis of the length of 237km.

- **Project South**

E-75, south fork from Nis to the border with The Republic of Macedonia, Grabovnica – Levosoje, of the length of 74 km;

- **Project East**

E-80, from Nis to the border with The Republic of Bulgaria 86.9 km;

- **Project Belgrade Bypass Ring road**

PROJECT EAST

E-80 - Full profile highway from Nis-Junction “Prosek” to Dimitrovgrad - Border crossing “Gradina” with Republic of Bulgaria, in the length of 86.9 km

Section	Contract Value	Length	Deadline / Status
Prosek - Bancarevo	36.219.537,32 €	9.4 km	Finished, January 2018
Bancarevo Tunnel	20.368.894,28 €	717m/733m	Ongoing, June 2019 (plan)
Bancarevo - Crvena reka	39.923.726,57 €	12.4 km	Ongoing, September 2019 (plan)
Crvena reka - Ciflik	43.035.325,27 €	12.7 km	Ongoing, July 2019 (plan)
Ciflik - Stanicenje	33.560.000,00 €	12.1 km	Ongoing, July 2019 (plan)
Stanicenje - Pirot east	74.960.000,00 €	16.6 km	Finished, December 2018
Pirot east - Dimitrovgrad	19.484.810,33 €	14.3 km	Finished, May 2017
Tunnels Progon and Przojna Padina	41.010.073,35 €	1007/988m 350/326m	Finished, June 2017
Ring road Bypass Dimitrovgrad	17.068.396,24 €	8.3 km	Finished, September 2017
TOTAL:	€ 370 M	86,9 km	



PROJECT SOUTH

E-75- full profile highway from Nis - Junction “North” to Presevo - Border crossing Presevo/Tabanoci with the Republic of Macedonia in the length of 74km.

Section	Contract Value	Length	Deadline / Status
Grabovnica - Grdelica	23.782.962,49 €	5.5 km	Finished in April, 2016.
Grdelica - Predejane tunnel	39,694,000.00 €	6.1 km	Finished in May, 2019.
Predejane tunnel	15,242,392.79 €	1.0 km	Finished in May, 2019.
Predejane tunnel - Caricina dolina	37,513,000.00 €	4.7 km	Finished in May, 2019.
Caricina dolina - Manajle tunnel	53,641,000.00 €	6.7 km	Finished in May, 2019.
Manajle tunnel	36,246,365.11 €	1.8 km	Finished in May, 2019.
Manajle tunnel - Vladicin Han	51,800,000.00 €	6.0 km	Finished in May, 2019.
Vladicin Han - Prevalac	25,400,000.00 €	10.1 km	Finished in November, 2015
Prevalac - Suvi Dol	25,840,000.00 €	9.0 km	Finished in November, 2015
Suvi Dol - Donji Neradovac	22,590,000.00 €	7.2 km	Finished November, 2015
Srpska Kuca - Levosoje	33.738.758,00 €	8.06 km	Finished on November, 2018.
TOTAL:	€ 395 M	74 km	



HIGHWAY E 763, BELGRADE – SOUTH ADRIATIC



Length: 270 km

The Route E-763: Belgrade – Pozega– Boljare (border with Montenegro) consists of 3 sectors:

Sector I Belgrade – Ljig (80.3 km)

- Section: Belgrade (Surcin) – Obrenovac (17.6 km) - **Ongoing (December 2019).**
- Section: Obrenovac – Ub (26.2 km) - **Finished (August 2019)**
- Section: Ub– Lajkovac (12.5 km) - **Finished (August 2019)**
- Section: Lajkovac – Ljig (24 km) - **Finished (August 2019)**

Sector II Ljig – Pozega (71.2 km)

- Section: Ljig – Preljina (40.4 km) - **Finished (November 2016)**
- Section: Preljina– Pozega (30.9 km) - **Ongoing**

Sector III Pozega – Boljare (border with Montenegro) (107 km) - Planned

BELGRADE (SURČIN) – OBRENOVAC

- **Section length - 17.6 km;**
- **Investment value – 233.669.280 USD**

Government of the Republic of Serbia has proclaimed this project to be of public interest and provided 264 million dinars (RSD) for expropriation in 2016.

The Commercial contract on design and construction works was signed on 20 June 2016 in Belgrade with contractor China Communication Construction Company Ltd, Beijing.

Feasibility study and Preliminary design were prepared and adopted in June 2012. The contractor shall prepare the remaining technical documentation (4 month deadline) and perform works (within 32 month).

China EXIM Bank signed with The Government of Serbia Loan Agreement on November 6, 2016

The Loan Agreement became operational in February 2017 and the works on the bridge over River Sava commenced on May 5, 2017.

The expected time of completion: December 2019.



OBRENOVAC – UB and LAJKOVAC-LJIG

- **Total length of both sections - 50,2 km** (Obrenovac-Ub: 26,2 km; Lajkovac-Ljig: 24 km)
- **Investment value for both sections: 333.747.540 USD**

Contractor – China Shandong International Economic and Technical Cooperation Group Ltd. Of Shandong Hi-speed Group Co Ltd.

Commencement date – 30 June 2014

Project end date – August 2019

Funding: China Exim Bank loan: US \$301 million (Budget of the Republic of Serbia US \$32,74 million in appropriate value in Republic of Serbia dinars).

The construction of these two sections will enable connection with section Ub-Lajkovac, 12.5 km long which is completed in 2014 and with the Ljig-Preljina section, 40.3 km long, which was commissioned to traffic on November 7, 2016. The total length of the highway from Obrenovac to Preljina will be 103,03 km.



ROAD REHABILITATION AND SAFETY PROJECT (RRSP)

The Project value is 390 million Euros. Financing is from loans of the World Bank 73.80 million Euros, EBRD 100 million Euros and EIB 100 million Euros, with the participation of The Republic of Serbia with 116.2 million Euros (29.8%).

Rehabilitation of 1100 kilometers of state network within the 4-year period has been planned.

Due to the weather conditions (flood) in 2014, 10 sections have been identified as sections requiring urgent works. All contracts on urgent works (10 section + section Krupanj-Krst, which was financed by The European Commission) have been completed (220 km). Total value of works: 71 million EUR (excl. VAT). Two projects from the regular part have been completed (Novi Sad-Belgrade 5.5 km and Kać-Zrenjanin 24.21 km) in the amount of 6,7 million EUR (excl. VAT).

Contractual works (value 84,3 million EUR, total length 176 km):

Procurement procedure for 4 sections, total length 75,99km, and the value of 23,6 million EUR excl. VAT is in progress. Also, preparation of tender documentation for works on section Kula (Bačka Topola) - Vrbas (Savino Selo), L = 10.156 km is in progress.

Completion of the design for the 2nd year for a total of 6 lots and 12 sections is the period June-December 2019 - the total length is 177.64 km.

Completion of the design for the 3rd year for a total of 3 lots and 12 sections is the end of May 2019 - the total length is 219.46 km.

Designing - fourth year: It is about the procurement of designs for 9 sections grouped into three contracts (246.11km) and an estimated value of about EUR 1,764 million.

RAILWAY

RECONSTRUCTION AND MODERNIZATION OF RAILWAY

BELGRADE – BUDAPEST, SECTION BELGRADE – STARA PAZOVA

Project goal: construction, modernization and reconstruction of the part of the existing railway and the construction of the new track to provide a double-track railway for passenger and freight traffic for speeds of up to 200 km/h and in compliance with the regulations for interoperability on Core Railway Corridors of the European Railway Network (TEN-T)

On the territory of the Republic of Serbia the length of the railway is 188 km and is divided into three sections:

- Belgrade – Stara Pazova (34,5 km)
- Stara Pazova – Novi Sad (40,4 km)
- Novi Sad– Subotica- border with Hungary(Kelebija), (108,1 km)

Position of projects on railway network



The remaining two sections are the subject of cooperation between The People's Republic of China, Hungary, and The Republic of Serbia, as a project of (1+16) China - Central and East Europe Countries initiative, as to the MOU on Cooperation in the Modernization and Reconstruction of the Hungarian- Serbian Railway, signed between the parties in November 2014.

The China – Serbia cooperation on this Project is based on the, in force, Agreement on Economic and Technical Cooperation in the Area of Infrastructure between the Government of the Republic of Serbia and the Government of the People’s Republic of China signed in Beijing in August 2009.

The General Contract signed in November, 2015, based on the Agreement, established the main principles to be applied in the Commercial Contract, and determined the contracting parties: the Investor - “Infrastructure company Railways of Serbia“, Financier - Government of Serbia, and Contractor- Consortium "China Railway International Corporation Co.Ltd.“ and "China Communications Construction Company Ltd“.

The Commercial Contract for Reconstruction and Modernization of the Hungarian Serbian Railway in the Territory of the Republic of Serbia for the Section – Belgrade (Center) to Stara Pazova has been concluded on November 6, 2016, to the value of 350,1 Million US\$, under the condition of coming into force after coming into force of the Loan Agreement with China EXIM bank for financing the Project.

Preferential Buyer Credit Loan Agreement on Project of Modernization and Reconstruction of Hungarian-Serbian Railway Line on the Territory of the Republic of Serbia, for Section Belgrade Center-Stara Pazova, was signed in Beijing, on May 15, 2017.

Towards the beginning of June 2018, the contractor was officially introduced to the works on section Belgrade – Stara Pazova, and is obliged to complete the project within the stipulated deadline of 36 months.

SECTION STARA PAZOVA – NOVI SAD

Spatial Plan of Special Purposes (SPSP) for the railway line Belgrade –Novi Sad- Subotica - state border (Kelebija) was adopted by the Government of the Republic of Serbia in March 2017.

Implementation of the Project has been planned in phases:

- Annex 3.1. signed on 15 July 2016 covers construction works on a Tunnel (around 1.2km) and viaduct (around 3km). An Amendment to Annex 3.1. was signed on February 3, 2017. The contracted value is 337.603.553,35 dollars. The works commenced in September 2017 with the completion deadline of 52 months.
- Annex 3.2. signed on 21 November 2017, covers construction of a double track railway for which the Main Design is finished, of Section Stara Pazova – Novi Sad, and delivery of necessary materials and equipment. Works have started on 16 March 2018 and planned completion of works is set for December 2021. Approximately 21 km of railway lines were laid and welding is currently underway. Construction works on the section from Stara Pazova to Novi Sad are underway, currently works are carried out on the substructure and superstructure.



In January 2019, "Serbian Railways Infrastructure" JSC and „RŽD International“ signed a new Contract for the execution of works on the construction of railway infrastructure, which among others includes funds for the modernization of electrical and signaling and telecommunication equipment on the Stara Pazova - Novi Sad section. After the contracting of a new loan with the Russian Federation, the implementation of this project is expected. Funds planned for this section amount EUR 91.9 million.

RAILWAY REHABILITATION JAJINCI - MALA KRSNA

Project of reconstruction of Sections Jajinci - Mala Krsna and station Mala Krsna financed from EBRD V loan includes civil works on substructure and superstructure on total length 68,8 km, works on electrical and signaling infrastructure with renewal and upgrading of current devices of level crossings. The works included renewal of 8 stations and 3 intersections, 6 stops, 2 bridges, 2 culverts, 3 tunnels and 31 level crossings. Financing of this project was provided through EBRD 5 loan. On 28 December 2018 was signed with the consortium COLAS Rail and Energoprojekt for the amount of 39.253.214,30 EUR. Works were started in May 2019 and planned duration of works is 15 months.



OVERHAUL OF THE RAILWAY LINES

MARKOVAC – RESAVICA (53,5 km)

Works on overhaul of the local railway line: Markovac - Resavica began on April 15, 2019. The aim of the work is to increase the permissible axle load from 16 tones / axle to 20 + 2 tones / axle, while increasing the maximum speeds, but also the regularity and safety of railway traffic on this route. The works include complete replacement of the existing track grating, a stronger type track grating with the accompanying works of machine grinding and supplementing of the ballast, machine regulation of the track by direction and leveling on the designed level, and the inclusion of the track in the long railway track with final welding and in full engagement of available resources "Serbian Railway Infrastructure" JSC.

The value of the project is EUR 21.4 million.



(NIŠ) MATEJEVAC – ZAJEČAR (97,4 km)

By the Ministry of construction, transport and infrastructure on February 14, 2009 due to poor technical condition, the Nis - Zajecar regional railway (216) was closed for traffic. On February 25, 2019 at the Matejevac railway station "Serbian Railway Infrastructure" JSC started the overhaul of the Niš - Zajecar railway (108 km) and it is planned to be completed by the end of summer 2020. There are 52 bridges with a total length of 1.8 kilometers and 36 tunnels with a total length of 23 kilometers, as well as 90 road crossings. This line is also characterized by being one of the few in Europe with curve radius of 240 - 250 meters with more than 60. As part of the reconstruction, it will be necessary to redesign a large part of these curves in order to increase the curve radius to at least 300 meters. The works are carried out in conditions of complete suspension of railway traffic. Following the public tender, "Serbian Railway Infrastructure" JSC signed a contract for the execution of works with a consortium of companies that make up the Enterprise ZGOP JSC Novi Sad and the CIP Traffic Institute. These works will increase the permissible axle load from 18 tones / axle to 22.5 tones / axle, while increasing the maximum allowed speed and safety of railway traffic.

The value of the project is EUR 38,96 million.



KRAGUJEVAC – LAPOVO (27,5 km)

On March 7, 2019, the “Infrastructure of the Serbian Railway” started the overhaul of the Lapovo - Kragujevac railway (108). The works are carried out by engaging the available personnel and mechanization "Serbian Railways Infrastructure" JSC. The positions of the works include replacement of the existing track grating, with the accompanying work of the machine grate and the addition of ballast, machine regulation of the track in the direction and leveling on the designed leveling and inclusion of the track in the long rail with final welding. The aim of the work is to increase the permissible axle load from 20 tones / axle to 22.5 tones / axle while raising the maximum allowed speed, which in some sections is currently 10 km/h at the designed 65 - 100 km/h.

The value of the project is EUR 11 million.



KUMANE – BANATSKO MILOŠEVO (28,7 km)

In order to improve the technical quality of the track, works on the remediation of the elements of the superstructure on railway 202, Pancevo Main station - Zrenjanin - Kikinda - state border - (Jimbolia), between Kumane - Banatsko Milosevo stations, started on 08.07.2019. Aforementioned railway line was built back in 1884 and was last overhauled in 1962. This section is qualified for category A, with a permissible axle mass of 160 KN, permissible mass per meter

50 KN / m with built-in non-standard rails of type Xa and associated non-standard gauge accessories, with a wooden threshold and a gravel ballast prism. The railway line will be reconstructed partly from new concrete threshold B - 70, new rails of type 49E1 and new ballast, and partly from used materials obtained from works on corridor X, with the employment of "Serbian Railway Infrastructure" JSC. The works, among other things, provide complete replacement of rails, sleepers and grinders on this section. These workloads will allow lifting of the permitted axle load to 22.5 tonnes / axle, as well as the maximum allowable speed.

The value of the project is EUR 13,36 million.

SUBOTICA – SENTA (38, 4 km)

On April 1, 2019, work began on the rehabilitation of the Subotica - Senta railway line, with the aim of improving the technical quality of the tracks. The Contract with Enterprise ZGOP JSC Novi Sad in a consortium with the CIP Traffic Institute, to perform these works. The deadline for completion of works is 240 calendar days from the date of introduction of the Contractor. The Subotica - Senta railway line was built in 1889 and was last overhauled in the 1920s, which means that its reconstruction has not been completed for almost a hundred years. Therefore, the current condition of the railway infrastructure on this railway line is very poor, with speeds of only 10-30 km/h, and the railway carrying capacity being only 16 tonnes / axle. Reconstruction is carried out with used material obtained from trunk lines, as well as new materials, and the works, among other things, provide for the complete replacement of rails, sleepers and grinders on this section. After completion of the work, the speed will be increased to 80 km/h for passenger traffic and 60 km/h for freight traffic, and permitted axle load to 22.5 tons / axle. The estimated value of the works is EUR 15,36 million.



RECONSTRUCTION OF RAILWAY STATIONS

According to the Design for renovation of station facilities, which began in 2018, about 40 train stations have been reconstructed. In the first half of 2019, railway stations were reconstructed in Negotin, Šid, Kusatk, Kovačevac, Rgotina, Odžaci and Karavukov and intensive work is being done, among other places, in Piroto, Lazarevac, Mladenovac and Vranjska Banja.

In this way, the Design for renovation of station facilities was continued throughout Serbia, and about 60 train stations will be renovated on Serbian railway lines in two years.

The estimated value of the works is EUR 1.29 million.

INNER WATERWAYS

RIVER TRAINING AND DREDGING WORKS ON THE CRITICAL SECTORS ON THE DANUBE RIVER IN SERBIA, BETWEEN BACKA PALANKA AND BELGRADE

Project aim is to eliminate 6 critical sectors on the stretch of the Danube River between Belgrade and Backa Palanka, from km 1287 to km1195, whereby the safety of navigation on Serbian inland waterways will be significantly improved. The main activities of the Project include construction of hydro-technical structures and dredging of fluvial sediments in compliance with the environmental protection requirements.

Works are conducting at six sectors:

- Susek, from km 1285.6 to km 1281.4, dredging of alluvium;
- Futog, from km 1266.2 to km 1265, construction of a chevron and a groin;
- Arankina Ada, from km 1247 to km 1244.8, dredging of alluvium;
- Čortanovci, from km 1248 to km 1246 and from 1241.6 to km 1235, construction of hydrological engineering structures in the right tributary;
- Beška, km1229,7-km1227,9, dredging of fluvial sediments, and
- Preliv, from km 1199 to km 1197.7, construction of two chevrons upstream of Belegiška Ada.

Technical documentation for this Project was produced by consortium “Witteveen+Bos” Netherlands, “DHI” Denmark and “Energoprojekt” Serbia.

- Funding source: IPA 2013 and 15% own national co-financing
- Estimated Project cost: EUR 14.1 million
- Contract value: EUR 9.3 million

The Project is being implemented through the realisation of two contracts:

1. Hydro-technical and Dredging Works on the Critical Sectors on the Danube River

- Estimated cost: EUR 12.1 million
- Contract value: EUR 7.6 million

Contract has been signed with the selected bidder (the consortium comprising of Agromah Ltd, Belo Polje, Blagoevgrad, Bulgaria, Regulacije d.o.o. (Ltd.), Serbia and Kolubara d.o.o. (Ltd.), Serbia).

2. Supervision and Environmental Monitoring of Hydro-Technical and Dredging Works on the Critical Sectors on the Danube River

- Estimated cost: EUR 2 million
- Contract value: EUR 1.7 million

Contract has been signed with the selected bidder (company ACCIONA Ingenieria SA from Spain). Implementation deadline: 2020.

DEVELOPMENT AND INSTALLATION OF THE NAVIGATION MONITORING AND ELECTRONIC FAIRWAY MARKING SYSTEM ON THE DANUBE RIVER (ATONS)

Project aim is to provide procurement and installation of equipment for establishing of the navigation monitoring and fairway marking system on the Danube River.

Under this Project more than 160 navigation buoys will be allocated on the Danube River which are equipped with AIS AtoN transponders that will enable real-time monitoring of the condition of the marking system and at the same time make the navigation buoys more visible for all the participants in navigation by using the AIS and ECDIS systems on the ship deck. The introduction of the AIS AtoN technology in marking of waterways and management of the fairway marking system is a significant improvement compared with the traditional methods used in the inland waterways. The modern supervision and early warning system and management of the fairway marking system will enable :centralized supervision, faster and more efficient decision making, better planning enable immediate electronic marking of the fairway, usage of electronic navigation charts to always be informed of the position of the fairway, irrespective of the actual navigation conditions (fog, night, damage to the existing buoys for fairway marking, etc. or conditions where it is impossible to physically mark the fairway or where such marking requires time).



Technical documentation for this Project has been drawn up by the RGO Komunikacije d.o.o. (Ltd.) company from Croatia.

- Funding source: IPA 2013 and 15% Government co-financing.
- Estimated cost: EUR 2.65 million
- Contract value: EUR 2.56 million

The Project was implemented through the realization of three contracts:

1. Technical assistance and supervision of equipment installation and integration of the navigation monitoring system on the Danube River

Contract value: EUR 749,600

Contract has been signed with the best bidder (Consortium comprising of RGO Komunikacije d.o.o. (Ltd.) from Croatia and KIOS a.s. from Slovakia). Contract was finished on May, 2019

2. Procurement and Installation of Equipment for Navigation Monitoring on the Danube River

Contract value: EUR 973,273

In June 2017, the contract was signed with the best bidder (Consortium comprising of Sealite United Kingdom Ltd, from Great Britain, Kentron Technologies S.R.L. from Romania and Navitronica d.o.o. (Ltd.) from Serbia).Contract was finished on September 11, 2018.

3. Integration of the Navigation Monitoring System on the Danube River

Contract value: EUR 839,000

In June 2017, agreement was signed with the most successful bidder, SAFEGE, France, RSOE (National Association of Radio Distress-Signalling and Infocommunications) and SAFEGE d.o.o. (Ltd.) Serbia. Contract was finished on March 31, 2019

Project has been completed in 2019.

AIR TRAFFIC

Serbian airports are in the center of Balkans and are located at the crossroads of important corridors (X railway and VII- water- river Danube) of central and East Europe.

Serbian Airport Network: There are 34 registered airports in the Republic of Serbia, of which 2 with Aerodrome certificate, 19 with Approval to operate an aerodrome and 13 with Agreement to operate an aerodrome.



International regular public air transport is conducted from Belgrade's "Nikola Tesla" airport and Nis "Konstantin Veliki" airport. Regulatory and investment atmosphere significantly improved as well as the competitiveness of aviation market. Established as a basis for the operation of international air traffic – bilateral and multilateral relations with almost all countries worldwide.

Thanks to the abovementioned, all subjects from the system of air traffic have had positive trend in doing business. Among them Air Serbia is especially stressed, as an airline, and all other companies that deal with air traffic infrastructure, airport „Nikola Tesla“ Belgrade, airport „Constantine the Great“ Nis and SMATSA.

SMATSA has reached the top of the ladder when it comes to the standards of air space navigation service provision and have the leading place within Western Balkan Countries.

“Constantine the Great” and “Nikola Tesla” airports continue with a positive trend in passenger and freight transport. Air Serbia since the establishment, doubled income and apart from the intercontinental flights– transatlantic regular service.

UPGRADE OF HARDWARE AND SOFTWARE OF THE MAIN AIR TRAFFIC MANAGEMENT SYSTEM STEP 1 – PHASE 2 (FAMUS TOPSKY-ATC SYSTEM)

Requirements for improvement of sophisticated software must be supported by adequate hardware features that determine the type of compatible hardware with exclusive software manufacturer warranty.

TopSky-ATC step 1, phase 2 project for hardware upgrade is a practical consequence of the expiry of hardware resources, which now takes no more than 5 years, and which ensures the continuation of the service of the system for the provision of air traffic control.

The TopSky-ATC system is being upgraded and adapted to the new hardware platform, replacing the outdated operating system that is not supported by manufacturer any more. Hardware is changed on all platforms of the TopSky-ATC system (BEOL system BET1 system and BETR system (PreOJT Simulator)). A new operating system has enhanced cyber security aspect of the system. Existing consoles are extended to accommodate new equipment.

With the upgrade of hardware, new software is implemented. It introduces new functionalities that partially align TopSky-ATC systems with COOPANS (enhancements of MTCD functionality for cross-border FRA, upgrades of TopSky-ATC system for connection to the ARTAS V8B version).

The enhanced air traffic control functions and automation of air traffic control work leads to reduced workload, increased safety of operations and capacity, reduced CO2 emissions.

By replacing outdated TopSky-ATC hardware and upgrading software, the system prepares for the next upgrade in Step 2.

IMPLEMENTATION ILS/DME AND DVOR EQUIPMENT

Implementation of ILS/DME and DVOR equipment; project includes:

- DME for collocation with existing ILS 12 at Belgrade "Nikola Tesla" airport, ILS/DME system for Niš airport – successfully completed
- ILS/DME system for replacement of existing ILS 12L at Batajnica airport – successfully completed,
- DVOR/DME replacement of conventional VOR at locations Niš and Kraljevo. The existing VOR devices at the mentioned locations are at the end of their exploitation period. There are being replaced with DVOR devices, including infrastructure construction works of facilities with less impact in the environment.

Devices of newer technological generation, have functions of remote maintenance and monitoring including

auto-diagnostics, and are maintained at modules levels instead of at the component level. By this, the engagement of staff in charge of the maintenance is reduced.

IMPLEMENTATION OF SMATSA IP COMMUNICATION NETWORK

Most of the telecommunication equipment in SMATSA network manufacturer does not produce any more. Manufacturer announced a gradual termination of the maintenance support. Therefore, replacing of the telecommunications network is necessary.

Taking into account the global tendencies in telecommunications (leaving TDM based services and switching to services based on IP technology and consequently orientation of manufacturers to produce exclusively IP-based equipment technology), as well as new standards of VoIP technology in aviation, SMATSA implements IP Communication Network, which will replace existing telecommunications network and introduce new VCS systems based on IP technology.

This project is precondition for implementation of dynamic sectorisation in the future, aiming to achieve more efficient and flexible usage of the airspace.

The implementation of ATC voice and data services over IP protocol includes procurement and implementation of:

- SMATSA IP communication network, consisting of equipment optimized for air traffic control services (IP/MPLS routers, switches, firewalls, ED-137 gateways);
- IP microwave radio network, which is intended to replace microwave radio systems within the existing SMATSA communications network, including the network expansion, with the IP based microwave radio systems of the latest generation.

RESIDENTIAL AND COMMUNAL PROJECTS

WASTEWATER TREATMENT PLANT KRUSEVAC

Contract value: 13,936,950.60 €

Capacity of the treatment plant: 90,000 EC

Commencement of works: 25.04.2018.

The importance of the project:

- are defined to provide safe disposal and treatment of wastewater, as well as socially acceptable tariffs, which cover the costs.
- support the environmental project, improve the provision of services to citizens and comply with EU environmental legislation
- to build municipal capacities for capital investment planning, project formulation and management, and to manage and sustain investments.



WASTEWATER COLLECTION IN THE CITY OF KRUSEVAC, CONSTRUCTION OF COLLECTORS

Contract value: 8.152.170,89 €

Length of collectors: cca 51 km

Commencement of works: 20.01.2017.

Importance of the project:

- Secure safe disposal and treatment of wastewater at cost covering and socially acceptable tariffs in selected municipalities;
- Support the execution of environmental projects, improving service delivery to citizens and compliance with the EU legislation in the environmental field;
- Building municipal capacity to plan capital investments, formulate and manage projects and operate and maintain installations.



RECONSTRUCTION AND UPGRADING OF WATER TREATMENT PLANT BRESJE, ALEKSINAC

Reconstruction of the water treatment plant Bresje, Aleksinac represents the most significant project for the city/municipality. With this reconstruction/upgrading water treatment plan, which was put into operation in the early 1980s, will be fully modernized with the introduction of a new water filtration system (LEOPOLD filters unique for this part of Europe). Also the introduction of a water ozonation system, will ensure uninterrupted operation of the water treatment plant during low water levels and poor raw water quality on Lake Bovan. This will ensure operation of the treatment plant with full design capacity of 330 l/s.

Fully automated process will be achieved, in which all parameters can be monitored in real time via SCADA system.

Commencement of works: 18.12.2017



WASTEWATER TREATMENT PLANT VRANJE

Contract value: 11,786,611.40 €

Capacity of the treatment plant: 70,000 EC

Importance of the project:

Secure safe disposal and treatment of wastewater at cost covering and socially acceptable tariffs in selected municipalities;

Support the execution of environmental projects, improving service delivery to citizens and compliance with the EU legislation in the environmental field;

Building municipal capacity to plan capital investments, formulate and manage projects and operate and maintain installations.



WASTEWATER COLLECTION IN THE CITY OF VRANJE, CONSTRUCTION OF COLLECTORS

Contract value: 2.445.696,15 €

Length of collectors: cca 11,7 km

Commencement of works: 21.06.2018.

Importance of the project:

Secure safe disposal and treatment of wastewater at cost covering and socially acceptable tariffs in selected municipalities;

Support the execution of environmental projects, improving service delivery to citizens and compliance with the EU legislation in the environmental field;

Building municipal capacity to plan capital investments, formulate and manage projects and operate and maintain installations.



RECONSTRUCTION AND UPGRADING OF WATER TREATMENT PLANT BERILOVAC, PIROT

Reconstruction of the Berilovac water plant in Pirot represents the most significant project for the city / municipality since this reconstruction / upgrading of the water plant which was put into operation in the early 1980s is completely modernized with the introduction of a new water filtration system (closed sand filters under pressure) which will ensure the elimination of increased turbidity in water that occurs during heavy rainfall / snowmelt, and ensure the smooth operation of the water plant in the coming decades at full capacity of 270 l / s. A system of sedimentation tanks and sludge drying fields is also being introduced to ensure that process water from the filter washing process is purified before entering the recipient.

Fully automated process in which all parameters can be monitored in real time via the SKADA system.

Works started: 05.03.2018



REGIONAL MULTIFUNCTIONAL HYDRAULIC SYSTEM STUBO ROVNI

Implementation of the regional multifunctional hydraulic system Stubo Ravni "Kolubara" Valjevo is of particular importance for six local self-government units (Valjevo municipalities, municipalities Mionica, Ub, Ljig, Lazarevac and Lajkovac), considering that the project will finally supply about 250,000 inhabitants of this region with quality drinking water, but also to protect against floods of areas downstream of the dam and the Stubo Rovni reservoir, on the Kolubara River basin, and to maintain a biological minimum on the Jablanica and Kolubara rivers.

In August 2018, the Ministry of Construction, Transport and Infrastructure, in the capacity of the Contracting Authority, concluded contracts for the provision of design documentation services for the Stubo Ravni project. The contracts were annexed in July 2019, ending 31.01.2020. years.

The whole project of drafting technical documentation is divided into three Parties:

- Lot 1 - Drinking water treatment plant "Cave 2" Valjevo;
- Lot 2 - Main pipeline of clean water for sections from the "Ostrikovac" reservoir to the municipalities of Lajkovac and Lazarevac;
- Lot 3 - Main pipeline of clean water for the section from the projected pumping station "Mionica" to the municipality of Ljig.

The project technical documentation for the Drinking Water Treatment Plant "Pećina II", capacity 600l / s, funded by MCTI, whose total contracted value with VAT is RSD 11,040,000.00, is in progress. The completion of the project documentation with a building permit is expected by 31.01.2020. years. The total estimated value of the investment is EUR 5,000,000.

The project technical documentation for the main pipelines of clean water for sections is under preparation: from the reservoir "Ostrikovac" to the municipality of Ub and from the reservoir "Ostrikovac" to the municipalities of Lajkovac and Lazarevac. The mentioned project documentation is financed by MCTI whose total contracted value with VAT is RSD 22,680,000.00. The completion of the project documentation with a building permit is expected by 31.01.2020. years. The total estimated value of the investment is EUR 11,000,000.

The project technical documentation for the main pipeline of clean water for the section from the projected pumping station "Mionica" to the municipality of Ljig is in progress. The mentioned project documentation is financed by MCTI whose total contracted value with VAT is 14,400,000.00 dinars. The completion of the project documentation with a building permit is expected by 31.01.2020. years. The total estimated value of the investment is EUR 2,000,000.



POST-EARTHQUAKE HOUSING CONSTRUCTION PROJECT IN KRALJEVO

Project value: EUR 8,000,000.00;

Commencement of works: June 2018;



The project is being implemented in in three successive phases. The first phase includes the construction of a residential building with 106 apartments. The second phase begins with the relocation of end users to the newly constructed building, after which a part of the existing buildings will be pulled down, to construct another building. The end users' relocation to the second newly constructed building is planned in the third phase, as well as the construction of the third and fourth buildings and pulling down of the remaining buildings. The design and technical documentation have been prepared for all the buildings planned for construction (construction permit projects and detailed designs), all construction permits have been obtained and tender documentation for public procurement has been prepared. Importance of the project:

The Project goal is to provide durable housing solutions for 360 families whose apartments were damaged in the earthquake that took place in 2010. The Project includes pulling down of 21 residential buildings (16 multi-family residential buildings and five one-story houses) and the construction of four new residential buildings in the urban area, at Dositejeva street in Kraljevo, that will accommodate families and lodgers of social housing apartments whose apartments were irreparably damaged in the earthquake.

IMPLEMENTATION OF DURABLE HOUSING SOLUTIONS AND IMPROVEMENT OF PHYSICAL INFRASTRUCTURE IN ROMA SETTLEMENTS

STARA PAZOVA

Project value: RSD 124,659,840 (Funds provided by the EUD and MoCTI);

Co-financing of the Project has been provided by Stara Pazova Municipality, in the amount of: RSD 18,708,120.

Commencement of works: July 2018;

The Project involves the construction of 30 new houses, with the total floor space 1420 m². Construction of houses in the settlement located between Fruškogorska and Vinogradska streets on the area covering 1.36 hectares on the road to Novi Karlovci, will satisfy the housing requirements for 120 Roma citizens.

Additionally the following construction works have been planned:

- Construction of 300 m of road stretching through the informal settlement,
- Construction of 500 m sewerage network,
- Construction of 500 m water supply and construction of 1000 m of gas pipeline (works on the construction of gas pipeline have been completed), with connections to the municipal gas pipeline network.



PROKUPLJE

Project value: RSD 151,594,560 (funds provided by the EUD and MoCTI);

Co-financing of the Project has been provided by: Public Utility Enterprise "Srbija Vode" in the amount of RSD 41,205.00.

Commencement of works for the construction of houses to accommodate Roma families: July 2018;

The Project includes the regulation of the riverbed of the Straževica and Toplica Rivers and the construction of 12 prefabricated houses. The regulation works on the Straževica and Toplica Rivers were completed on 7th November 2018.

The completion of this Project will significantly improve the living conditions for 48 families in the “Mala Guba” settlement located on the very bank of the Toplica River, that has been continually exposed to floods. The families who have been most affected and whose houses have to be pulled down, 12 of them in total, will get new houses for use.



OPOVO

Project value: RSD 50,364,960 (Funds provided by the EUD and MoCTI);

Co-financing of the Project provided by Opovo municipality: RSD 6,464,040;

Commencement of works: June 2018;

This Project has planned the construction of 14 prefabricated houses in the local community “*Treće novo naselje*” and their connection to the road, water supply and electricity grid. Works on the construction of houses commenced on 26th June 2018. According to the plans of the Contractor, the completion of the works on the construction of houses and infrastructure are expected by 6th May 2019.

The completion of this Project will improve the living conditions and satisfy the housing needs of 60 Roma families.

The core objective of the Project is to improve inclusion of the Roma population members.

Specific goals of the Project include:

- Improvement of infrastructure in substandard Roma settlements;
- Construction of social housing apartments for Roma nationality members for the needs of the arranged eviction;
- Reconstruction or appendage of buildings owned by natural persons;



NEW PROJECTS STARTING IN 2019

ROADS

HIGHWAY E 763, BELGRADE – SOUTH ADRIATIC PRELJINA– POZEGA

- **Section length 30,96 km**
- **Investment value: 450.000.000 Euros**

The Commercial Contract was signed in November 2017. The value of the contract is 450 mil. euro. After that, an application was sent to the EXIM Bank for a loan for the implementation of this contract.

The Bank approved the Loan for financing in amount of 445 million USD. The Loan Agreement was signed in April 2019 in Beijing.

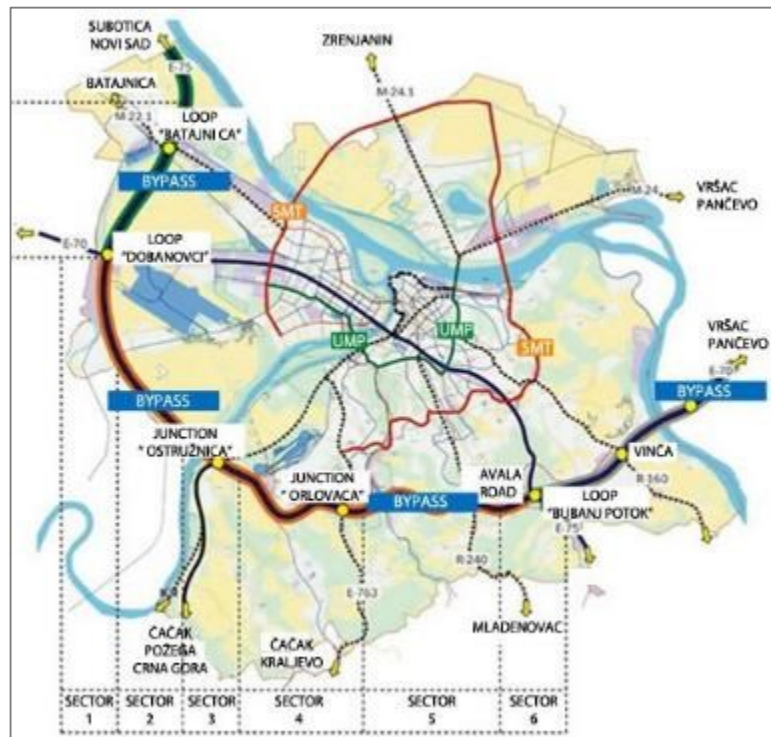
The remaining amount will be financed from the budget of the Republic of Serbia.

Design document for the Phase I are completed and the Building Permits for tunnels Munjino brdo i Laz are obtained. The construction of this sections has started in May 2019, as well as the construction of camps for accommodation of people, equipment and materials, construction of temporary roads and other construction facilities.

PROJECT BELGRADE BYPASS RING ROAD

The goal of the Bypass Ring Road is to detour transit traffic from Belgrade Municipal Center by interconnecting existing and under construction highways and international roads leading to/from Belgrade: Total length: 47 km

- **Sector A** (Batajnica - Dobanovci), 67,8 million Euros, Length 6,1 km. Opened for traffic in July 2015;
- **Sector B** (Dobanovci – Bubanj Potok) Lot B1, B2, B3.1 and section Dobanovci - Ostruznica, only left lane, 12.5 million Euros, 10.1 km. Opened for traffic in April 2016;
- **Sector C** (Bubanj Potok – Vinča - Pančevo), Estimated value 500 mil. Euros. Length 31 km;



PROJECT SECTION B - LOT 4, 5, and 6.

Project entails the building of the remaining 19,5 km of highway on Section B - (from bridge over Sava River near Ostruznica to Bubanj potok, out of which 13.1 km is the semi- profile highway (three lanes) and 9.5 km is full profile highway (six lane).

Commercial contract for the construction of Section B lots 4,5,6, between the Government of Serbia as Financer, PE “Roads of Serbia”, as Investor and Power Construction Corporation of China, Ltd. as Constructor, was signed in Riga during the 1+16 Summit of China and Central and East Europe Countries in November 6, 2016.

The Annex on the Commercial Contract for Belgrade Bypass between Ministry of construction, transportation and infrastructure and companies Power Construction Corporation of China, Ltd and AZVIRT, for change the currency in the Contract from EUR to CNY, was signed in September 2017.

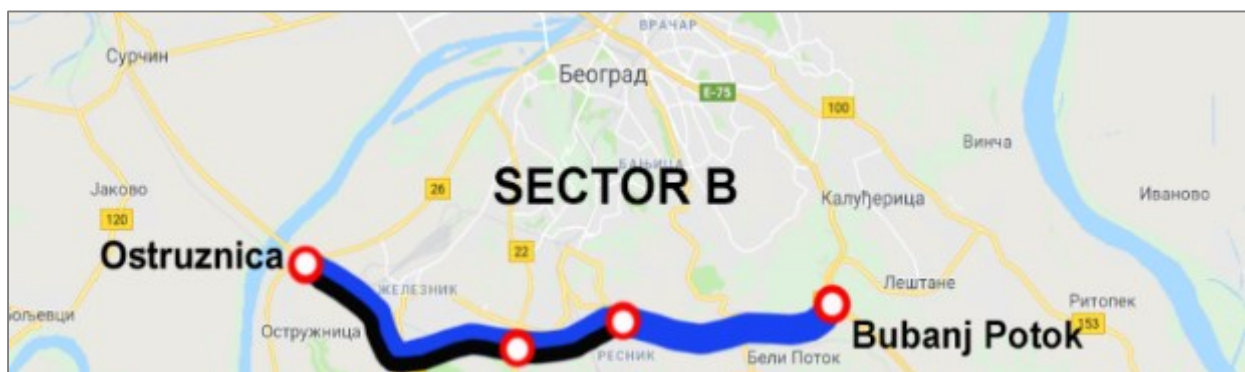
The Agreement on Cooperation on the Belgrade Bypass project (Sectors 4, 5 and 6) between MCTI and PE “Roads of Serbia” was signed in September 2018.

Preliminary works started in September 2018.

The Loan Agreement was signed in September 2018 with Chinese Export-Import Bank with total amount of 1.436.850.000 CNY for financing the 85% of the Project. The remaining 15% will be financed from the Budget of the Republic of Serbia.

The deadline for the construction works is 47 months, including the 12 months for delayed commencement date for the Sector 6 (due to the expropriation).

On Sectors 4 and 5, currently are performed the works on construction of the left line of highway, while the works on Sector 6 will be performed for both lines (full highway profile).



HIGHWAY NIŠ – MERDARE (PRISTINA)

Priority project within “Berlin process”

Section of the state highway Niš- Merdare (Pristina) belongs to: State road network class IB, AGR Road Network E-80 and Core Transportation Network SEETO Route 7

Section length- 77 km

The Special Purpose Area Spatial Plan of the infrastructure corridor Niš-Merdare was prepared in December 2016, and adopted it in October 2017 by the Government.

According to the Preliminary Design, the value of the investment amounts to EUR 924 million for the highway in full profile:

Niš (Merošina) - Pločnik (Beloljin) - 349 million Euro (half motorway profile 212 million Euros plus 137 million Euros to the full profile) and

Pločnik (Beloljin) - Merdare: 575 million Euro.

Financing for the preparation of the Design for Construction Permit and Design for Construction for the section Niš (Merošina) - Pločnik (Beloljin) E-80 highway from Niš to Merdare (for half motorway profile) as well as the preparation of tender documents was approved by WBIF. The construction of the half profile highway is planned to be concluded in the accordance with Red FIDIC Model Contract.

Source of financing: For the construction of the half motorway profile of the section Niš (Merošina) -Pločnik (Beloljin): the WBIF Investment Grant Fund for Road Construction gives 20% of the grant (approved by EU in Dec. 2018) and the rest is a loan from the EIB and the EBRD and the Budget of R. Serbia.

The preparation of project documentation (Preliminary Design with the Feasibility Study and Environmental Impact Assessment Study, funded through WBIF) for section Pločnik–Merdare is in the final stage of preparation. In December 2018, the Spatial Plan was supplemented with the necessary details for the Pločnik-Merdare section, which is to be followed by its adoption by the Government and the issuance of location conditions by the MCTI.



CONSTRUCTION OF NATIONAL ROAD CLASS I RUMA-SABAC- LOZNICA

Total road length is 80 km: Section Ruma-Sabac (highway section) 22 km, bridge over Sava River (with access roads) 2,7 km, Section Sabac-Loznica (motorway) 55 km.

Estimated investment value is 425 mil. EUR + 10% for unforeseen costs, which will be obtained partially from the Budget of the Republic of Serbia and from loan from the Republic Azerbaijan in amount of 210 mil. EUR.

The preparation of the Detailed Regulation Plan and Preliminary Design with Feasibility Study for the construction of the high-speed motorway IB Sabac-Loznica was contracted between PE "Roads of Serbia" and consortium consisted of Institut for Roads, Institute for Urbanism and Architecture of Serbia and Masinoprojekt.

The Loan Agreement is harmonized with Republic of Azerbaijan for the loan in amount of 210 mil. EUR. The procedure of Loan Agreement approval is ongoing. The signing is planned in third quarter of 2019.

According to Intergovernmental Agreement, the negotiations with company AZVIRT for signing the Commercial Contract for the preparation of remaining design documents and for the construction works, should start in the coming period.

It is planned that the construction works start in the second half of 2019.



CONSTRUCTION OF THE NATIONAL ROAD CLASS I KRAGUJEVAC – BATOČINA

The contract for the design of the preliminary design and feasibility study for the construction of this road, 5 km long, on the territory of the municipalities of Lapovo and Batocina was signed on May 10, 2017 with the consortium "Geoptut" - "Institute for Roads". The deadline for completion of the project was October 10, 2017.

The designer was late in completing the conceptual design, so the conceptual design and feasibility study were accepted by the Audit Committee on July 11, 2018, which caused a delay of 4 months. Because of this delay, MCTI charged the designer maximum penalty penalties for the delay. The contract for the continuation of the design and execution of works was signed on October 29, 2018 with the consortium of the Kragujevac RCP and the "Traffic Institute CIP", in the amount of 1,180,147,173.34 dinars with VAT.

Following the adoption of decisions in the Lapovo and Batocina cadastres on the division and

formation of new cadastral parcels, a large number of appeals have been filed on the basis of the Parceling and Pre-parceling Project to the competent second-instance authority, so that to date we still have unresolved complaints for several cadastral parcels.

In parallel with the resolution of the complaints filed, the expropriation process for the parcels for which no complaints were filed has started. The processes of resolving property and legal relations are time-consuming and all this prolongs the time for the commencement of works. The contract for the services of providing technical control of the project for a building permit was signed with a consortium led by the company "Putinvest" doo from Belgrade on 03.12.2018. years. The contract for the services of professional supervision of works was signed with a consortium led by the Institute IMS AD from Belgrade on January 22, 2019, in the amount of 54,000,000.00 dinars with VAT.

On March 26, 2019, the Ministry of Construction, Transport and Infrastructure issued a Building Permit for the construction of the first phase of this road, for a part on the territory of the Municipality of Lapovo, and on July 26, 2019, a Certificate was issued for the execution of works for the construction of the state road Kragujevac - Batočina for the second phase. Preparatory work is in progress.

MCTI provided all the necessary financial resources for: expropriation, preparation and control of technical documentation, execution of works and carrying out of professional supervision. The deadline for completion is April 2020.

ROAD RECONSTRUCTION NOVI PAZAR - TUTIN

The reconstruction of the state road Novi Pazar-Tutin is foreseen in the Agreement on cooperation in infrastructure projects between the Government of the Republic of Serbia and the Government of the Republic of Turkey, which was concluded in October 2009.

In September 2018, a Framework Agreement was signed between the Government of the Republic of Serbia and the Turkish company TASYAPI on cooperation in the field of infrastructure projects, which was one of the preconditions for the signing of the Commercial Agreement. The aim of the agreement is to prepare the implementation of infrastructure projects (design and construction of section E-761, section Kuzmin - Sremska Rača (border with BiH) - connection with the E-70 highway, Belgrade - Zagreb, design and rehabilitation of state road II, number 203 New Pazar - Tutin and the design and construction of the section of the E-761 highway, section: Pozega-Uzice-Kotroman (border with BiH).

A commercial contract for the reconstruction of the state road Novi Pazar-Tutin (20.5 km) was signed with the Turkish company TASYAPI in October 2018 in Belgrade, and the value of the contracted works is 24 million euros. In addition to the execution of the works, this company is also responsible for the preparation of planning and technical documentation (Detailed plans are regulated by the municipalities of Novi Pazar and Tutin, as well as for the development of an updated Conceptual Design and Project for the execution of works). Negotiations are underway (Ministry of Finance - Public Debt Administration) with a Turkish bank to obtain a loan for the implementation of this project. The planned value of the loan agreement is € 19.2 million. The remaining funds, in the amount of EUR 4.8 million, will be provided in the budget of the Republic of Serbia.

In November 2018, a contract was signed between the Turkish company TASYAPI and the company "Institute for Roads" AD, which is currently working on the preparation of planning and technical documentation for the first 10km times, after which the project technical documentation for the remaining part will be started. times.

Detailed regulation plan for Novi Pazar is scheduled to be adopted in August 19, 2019.

This is followed by obtaining the Location Conditions and Building Permit.

Work on the reconstruction of the Novi Pazar - Tutin road is expected to begin in mid-September.

E-75 KELEBIJA - SUBOTICA JUNCTION SOUTH (Y-FORK)

The Subotica Bypass that connects the Kelebija border crossing with the Horgos - Novi Sad highway is about 24 km long. It consists of a route, 5 bridges and 4 roundabouts.

The significance of this bypass is that by connecting the Kelebija border crossing, the Subotica industrial zone and the Horgos-Novu Sad highway, and the transit freight traffic from the Subotica centers will be completely displaced, the freight traffic through the center will be significantly reduced. of the city that originates from the economic activity of the company in the city and conditions will be created for the unburdened border crossing Horgos.

It consists of four sectors, Sector 0, Sector 1, Sector 2 and Sector 3.

Sector 0: Link from existing IB-11 national road to km 1 + 320.00 of the E75 highway

Sector 1: from km 1 + 320.00 - roundabout with Sombor road

The total length of sectors 0 and 1 is 12 km. The projected completion is at the end of 2019, with the budget for 2019 providing funds for the completion of the project. The roundabout on Sombor Road is completed this year and will be put into traffic in a few days in full capacity.

Sector 2: from roundabout with Sombor road to roundabout with Backo Topolski road

Completed last year and released in August 2017. The total length is 5 km. The contractor is a consortium of companies headed by Vojput AD Subotica. The value of the executed works within the contracted value is 223,677,369.46 RSD with VAT. The operating permit has been obtained.

Sector 3: from the roundabout with Backo Topolski to the intersection with the Horgos-Novu Sad highway

The first section of 1.5 km was commissioned in March 2017. The contractor is a consortium of companies headed by Vojput AD Subotica. The value of the executed works within the contracted value is 88,268,683.31 RSD with VAT.

In December 2018, a 5.5 km section with two bridges and two roundabouts was completed. The contractor is a consortium of companies headed by Vojput AD Subotica. The value of the executed works within the contracted value is RSD 780,909,595.22 incl. VAT. Put into service 13.12.2018. years. In this way, the traffic is 12 km at full capacity.

So far, a total of 1,092,854,647.99 RSD including VAT has been engaged for the completion of the Y-arm from the budget. In addition to these funds, RSD 25,500,000.00 was hired to produce missing projects.

The plan for 2019 is the construction of Sector 0 and Sector 1, from the Kelebija border crossing to the roundabout with Sombor Road, about 12 km long, 2 bridges, 1 roundabout. Funds allocated in the MCTI budget for 2019 in the amount of RSD 1.400.000.000,00.

In the first quarter of this year, a public procurement procedure was implemented for sector 1, contracted construction of that sector in the amount of RSD 1,150,000,000.00, VAT included. The works have started and are being carried out according to the dynamic plan, they will be finished by the end of November this year. The contractor is Vojput Subotica.

For sector 0, the tender process is complete. The Government of the Republic of Serbia approved at the end of July the missing funds for the completion of the "0" sector in the amount of 330,000,000.00 RSD, after which the decision was made to award work to Vojput and Subotica on the basis of public procurement. The contract was signed and the contractor started to perform the works. The deadline is 15/12/2019. which would mean that the entire Y-leg route would be put into service by the end of the year.

"MORAVA'S CORRIDOR" POJATE – PRELJINA

Total Highway length - 110 km: Section Pojate-Krusevac (Kosevi) 26,5 km, Section Krusevac (Kosevi)-Adrani 53 km, Section Adrani-Mrcajevci-Preljina 30,6 km.

The road from Pojate to Preljina, the so-called Morava's Corridor, has the great importance for the Republic of Serbia because it connects the central parts of the Republic of Serbia through linking Highways Corridors 10 and 11.

On February 9, 2017 The Government of the Republic of Serbia established the Working group for project realization monitoring with companies BECHTEL and ENKA.

For preparation of design and planning documents for the Highway construction, there were engaged several companies: "Institute of transportation - CIP", Institute for Roads, Institute for Water Management "Jaroslav Černi", GEOGIS etc. Therefore were signed 9 contracts (preparation of Spatial Plan for Special Purpose Area of Infrastructure Corridor, Preliminary Design, Feasibility Study, Preliminary Design for West Morava River regulation, hydrological studies, geodetic surveys, preparation of topographic maps, etc.)

The Memorandum of Understanding between The Republic of Serbia and United States of America on cooperation in the field of infrastructure was signed on September 5, 2018.

The Memorandum of Understanding between The Government of the Republic of Serbia and companies BECHTEL and ENKA was signed on October 15, 2018. According to MoU, the estimated investment value is approximately 800 million EUR ("TARGET").

Low on Budget of the Republic of Serbia for 2019 foresees credit obligation with foreign investment corporations and funds to obtain 800 mil. EUR for the Project.

On May 3, 2019 the first loan of 8,8 mil. USD was obtained from US EXIM Bank for the preparation of remaining design documentation and analyses on environmental impacts, plan of population resettlement, etc.

It is planned that construction works start in second half of 2019. Before that the Loan Agreement with US EXIM Bank and Commercial Contract must be signed. Furthermore, the expropriation

and Building Permit Design for first Section must be completed.

In the previous period, the Law on Establishment of Public Interest and Special Procedures was adopted for the realization of the project of construction of the infrastructure corridor of the E-761 highway, section Pojate - Preljina.

The Government of the Republic of Serbia adopted a decision on July 25 on the formation of a Working Group for the selection of a Strategic Partner for the purpose of implementing this project. In addition, the Government adopted a Decree on the criteria and manner of selecting a Strategic Partner and expert supervision over the execution of works on project implementation.

The Public Invitation for selection of Strategic Partner was announced on August 5, the deadline for submission of bids is 21 days, ie until August 26.



HIGHWAY BELGRADE – SARAJEVO KUZMIN – SREMSKA RAČA

The planned highway has two axes:

- Sremska Raca (BiH border)-Kuzmin
- Požega-Kotroman (BiH border)

Commercial Contract for the preparation of the Detailed Regulation plans, design documents and for the construction of the sections, between The Government of the Republic of Serbia, PE “Roads of Serbia” and Turkish company “TASYAPI” was signed on December 19, 2018 in Belgrade. Preparation of the planning and design documents are currently ongoing.



Investment value is approximately 250 mil. EUR and it covers the costs of:

For the Section Sremska Raca-Kuzmin total amount of 225 mil. EUR:

- 5 mil. EUR - planning, design and technical documentation;
- 120 mil. EUR – construction works;
- 100 mil. EUR – bridge over Sava River – construction works.

For the Section Pozega-Kotroman:

- 25 mil. EUR – design and project documentation.

The project will be financed from the loan obtained from Turkish bank and partly from the Budget of the Republic of Serbia (80% Loan, 20% RS Budget). Republic of Serbia sent the Loan Application on February 14, 2019 and negotiations for the Loan Agreement has started. The Loan amount is 200 mil. EUR.

Before the construction starts, the Agreement with Bosnia and Herzegovina on the construction of the bridge over Sava River and new border crossing, must be signed and ratified.

It is planned that the construction works on the bridge over Sava River, as well as the construction works on Section Sremska Raca-Kuzmin start in jun 2019.

The Section Pozega – Uzice - Kotroman (BiH border) is approximately 60 km long. Pre-Feasibility Study and General Design are adopted by the Republic Revision Commission in September 2010. The remaining design documentations must be obtained.

Commercial Contract envisages that TASYAPI prepare The Feasibility Study and Preliminary Design for the Section Pozega – Uzice - Kotroman (BiH border). The preparation of the Spatial Plan for Special Purpose Area for Infrastructure Corridor is on-going. Estimated investment value, according to General Design, is 830 mil. EUR.

RECONSTRUCTION OF BRIDGES ON THE BORDER WITH BOSNIA AND HERZEGOVINA

An agreement to conclude an Agreement between the Government of the Republic of Serbia and the Council of Ministers of Bosnia and Herzegovina on the maintenance and reconstruction of road interstate bridges at the border between the Republic of Serbia and Bosnia and Herzegovina was reached at a joint session of the two Governments, held on 23.01.2017. in Belgrade, when the competent Ministries were given the task of starting work on the text of the Agreement. After that, 09.02.2017. A joint meeting of the working groups was held at which the division of competencies for 11 (eleven) border bridges was agreed, and a draft text of the Draft Agreement, which is an integral part of the Negotiations Basis, was drafted.

The purpose of the signing of this Agreement is to define the division of competences at the border bridges, on the basis of which the competent Ministries will provide all conditions for the reconstruction of bridges, which are in very poor condition and on which urgent need to perform reconstruction or rehabilitation works.

The Government of the Republic of Serbia is 06.04.2017. adopted the Negotiation Basis, with a

proposal for the text of the Agreement, and appointed a negotiating delegation of the Republic of Serbia.

When the Council of Ministers of Bosnia and Herzegovina adopts its Negotiations Basis, the conditions for the opening of negotiations for the conclusion of an interstate agreement will be obtained.

The Ministry has completed all preparatory work for the start of this project and provided funds in the 2019 Budget for the reconstruction of bridges.

PE Roads of Serbia has contracted to develop technical documentation for the reconstruction of the Karakaj and Sepak bridges, with the Mostprojekt company from Belgrade. The projects have been completed. We are awaiting the signing of the Agreement with BiH, in order to have a legal basis for issuing a Building Permit for the reconstruction of these two bridges and the launch of a tender for the selection of contractors.

RAILWAY

RECONSTRUCTION AND MODERNIZATION OF RAILWAY BELGRADE – BUDAPEST - SECTION NOVI SAD– SUBOTICA- BORDER WITH HUNGARY (KELEBIJA)

The National Review Committee is reviewing the Preliminary Design for the section Novi Sad – Subotica prepared and founded by IPA funds, for a double track line for speed up to 160 km/h, the above-mentioned documentation was subject to consideration by the State Review Committee and appropriate recommendations were given. In October 2017, the contract with Institute for Transport CIP Belgrade was concluded for redesigning the Preliminary Design (for a double track line for speed up to 200 km/h with ETCS - L2). Drafting of the Preliminary Design is in progress, and immediately upon its completion it will be sent to the Republican Review Commission for consideration

Negotiations on the commercial contract for modernization and reconstruction of this section of the railway l were restarted in April 2018. The Commercial contract was signed in July 2018 amounting to USD 1,162,810,000.00 during the 16+1 Summit in Sofia, Bulgaria.

Loan agreement for credit was signed on 25 April 2019 in Beijing, the credit value being USD 988,388,500.00.

The development of the Spatial Plan of the Special Purpose Area (PPPPN) with direct application was completed, and it was submitted to the Investor - "Infrastructure of Serbian Railways" j.s.c. The adoption process of the PPPPN by the Government of the Republic of Serbia is ongoing.

The expropriation project should be completed by 1 June 2019 while expropriation should be completed by the end of 2019. The Contractor's introduction to the works is possible at the end 2019, that being the starting point for the stipulated 33-month deadline.

PROJECT OF MODERNIZATION OF THE RAILWAY LINE NIS TO DIMITROVGRAD

The Nis to Dimitrovgrad Railway Line, 108 km in length, is an integral part of the TEN-T European Rail Corridor X.

This railway line is the only part of the Corridor X that is not electrified and represents the connection between Serbia and Bulgaria, which is moving large quantities of goods from Turkey and the Middle East and competitive route to Corridor 4.

This project solves the problem of the Nis node, which, after Belgrade's is the most important in railway transport, as an important hub in the south of Serbia, and the construction of the bypass would shift railway traffic from the city center.

The total value of this project is EUR 268.28 million. The funds necessary for investing are provided through three sources of financing. Financial contract with the European Investment Bank provided a loan of 134 million euro, while 73.04 million euro represent EU grant provided

through the mechanism of the Western Balkan Investment Framework (WBIF). Financial contract and two grant agreements were signed on January 31, 2018. The remaining part of funds in the amount of EUR 61.24 million will be financed from the budget of the Republic of Serbia. In order to reduce the amount allocated from the budget, in 2018 a new WBIF grant was formally approved in the amount of EUR 34.410.260.

The execution of this project will include four components:

- Component 1 – reconstruction with preparation for electrification for railway section Sicevo – Stanicenje – Dimitrovgrad (80 km);
- Component 2 – construction of single-track bypass line around Niš for passenger and freight transport (22 km);
- Component 3 – electrification and equipping railway line with signal-safety (SS) and telephone-telecommunication (TT) devices from Nis to Dimitrovgrad (86km);
- Component 4 – design services, supervision of third party work and support for activities related to the project.
- Commencement of works on first component are expecting at the beginning of the 2020. Completion of whole project is expecting by the end of 2023.

PROJECT OF INOVATION OF TECHNICAL PASSENGER STATION (TPS) ZEMUN

The TPS Zemun project implies the construction of all necessary facilities, tracks, plants, equipment and installations that are in the function of care and maintenance of railway rolling stock for passenger transport.

Phase 1 is divided into 2 stages.

- 1 stage – 30 million Euros
- 2 stage -17 million Euros

The Preliminary Design and the Development Consent Project for the first phase of the project (financed from the budget of the Republic of Serbia) has been completed. Loan Agreement - Tranche 1 was signed on 7 December 2017, amounting to 30 million euros for the 1st stage of TPS Zemun, and the Loan Agreement - Tranche 2 was signed on 9 October 2018, amounting to 22 million euros, out of which 17 million euros will be allocated for the execution of works relating to the 2nd stage of TPS Zemun, and 5 million euros for the procurement of management information system (this amount will be reduced immediately after the signing of the TPS Zemun Agreement), for the purpose of improving and unifying the existing disintegrated information system with a modern solution that would integrate all the main business functions in Serbia Train j.s.c.

The Contract with Consortium Energoprojekt Niskogradnja/Energoprojekt Oprema/Colas Rail was signed 4 Jun 2019. The value of the contract is EUR 50,854,876.94.

Commencement of works are expecting for third quarter of 2019. Expected deadline for completing the works and the commissioning of the station is 27 months after the beginning of the works.

By the end of the year, it is envisaged to conclude contracts for the execution of works and for supervision.



THE CONSTRUCTION OF INTERMODAL TERMINAL IN BELGRADE

The Investment value is 15,54 million EUR for the construction, the preparation of the Main Design, the provision of services of expert supervision and procurement of facilities of the intermodal terminal.

The Project is realized by Ministry of Construction, Transport and Infrastructure The City of Belgrade and The Directorate for Building Land and Construction Belgrade

Designer: Egis International / City net

Source of funding: 85% of construction nominated for IPA 2015 and 15% by State Budget funding with 4 million EUR for land acquisition (expropriation) by the Municipality of Belgrade.

Preliminary Design adopted by the State Review Committee, DRP and Decision on Public Interest Adopted, Site location conditions issued. Tendering documentation finalized.

Tender for the construction of the Terminal according to the Yellow FIDIC (construction and design) takes up to 6-9 months;

The works for construction is expected to start by the ending of 2019 and will take 24 months to compete.

According to the analyses of the market and traffic flows, the Intermodal Terminal is planned to service 7-12 container trains per week (around 500 container trains per year) e.g. the annual capacity of 50 000 to 60 000 TEU (Twenty- foot equivalent unit)

PROJECT OF CONSTRUCTION OF CONTAINER TERMINAL MAKIŠ (ŽIT)

The first phase of this project involved the relocation of facilities of the company "Railway Integral Transport" (ŽIT) from the location of the Sava Amphitheatre to the location of the Belgrade-Marshalling yard in Makiš. At the temporary location, there are no optimal conditions for the functioning of the container terminal. It was necessary to provide the necessary financial resources for the reconstruction of the railway track facilities in the area of the V and VI group of tracks in the forwarding terminal of the railway station Belgrade Marshalling yard in Makiš for the formation of the container terminal, in accordance with the project documentation.

In this Phase will reconstruct the access road, parking lots, service and fire roads, two tracks, reinforced concrete slabs in the length of 550 meters and the existing facility for workers and terminal management. A fence will be built around the terminal.

The Preliminary Design and Design for the execution of works financed from the RS Budget were completed. In addition, from the budget of the Republic of Serbia, for the needs of the works, about 5 million euros have been allocated for financing the execution of part of the works. Evaluation of bids is in progress.

INNER WATERWAYS

UPGRADE OF THE IRON GATE 1 NAVIGATION LOCK

Project aim is to improve the technical conditions for navigation and safety of navigating ships. Navigation lock at HEPS Djerdap 1 has been continuously in operation since 1970. The navigation lock is situated in km 943 of the Danube River from the river estuary in the Black Sea. Over the past 47 years, no significant works on the overhaul of mechanical or other equipment of the navigation lock have been conducted, due to which the functionality of this navigation lock has been jeopardized, which may potentially lead to catastrophic effects on the overall navigation on the Danube and in Europe, as well as on industry and economy in this region. Estimated Project cost: EUR 28.5 million. Funding source: 40% is financed from the Connecting Europe Facility (CEF) funds, and 60% has been provided from the Finance Contract for the Serbian inland waterway infrastructure with EIB. Implemented and planned activities:

- The Grant Agreement with European Commission was signed on October 24, 2017.
- The Environmental Impact Assessment Study was adopted in April.
- Technical documentation was adopted in December 2017.
- Works contract was signed on January 30, 2019
- Contract for supervision service was signed on March 18, 2019
- Commencement order for Supervision issued on March 25, 2019
- Commencement order for works contractor issued on May 27, 2019
- Implementation deadline: March 2021 Investor: Ministry of Construction, Transport and Infrastructure



EXPANSION OF CAPACITIES OF THE BULK AND GENERAL CARGO TERMINAL OF THE PORT OF SMEDEREVO

Project aim is to enable the economic entities located in the port area greater usage of the port facilities. The city of Smederevo is situated on the European TEN-T Rhine-Danube corridor and in the immediate vicinity of the Corridor X. The developed industrial hinterland of the Port of Smederevo has not yet been adequately used for the purposes of economic development of this region of Serbia. This Project



includes construction of the Bulk and General Cargo Terminal within the Port of Smederevo, with a handling capacity of approximately 5 million of tons of different types of goods.

The technical documentation is being drawn up by a group of bidders (consortium) comprising of the Exting d.o.o. (Ltd.) company, CIP Transport Institute d.o.o. (Ltd.), CPM Consulting d.o.o. (Ltd.), Utving VS d.o.o. (Ltd.) and Trioprojekt d.o.o. (Ltd.), with the adoption of the technical documentation (Feasibility Study with the Preliminary Design and Project for obtaining the construction permit) is expected by August 2018.

Estimated cost of the works on Port construction: EUR 93 million

Estimated cost of the construction of port infrastructure: EUR 53 million and it will be financed by the Republic of Serbia.

Financing source: 50% of the value of works on the construction of port infrastructure has been provided from the Finance Contract for the Serbian inland waterway infrastructure with EIB while the remaining funds are provided within the budget of the Republic of Serbia.

Implemented and planned activities:

- The Feasibility Study with Preliminary Design are adopted in September 2018
- The Construction Permit Design is approved in March 2019.
- The Construction Permit has been issued on July 16, 2019.
- The public procurement procedures for selection of the works contractor and supervision are expected to be launched in September 2019
- Construction works on port infrastructure will commence in: March 2020
- The procedure for awarding the port concession for the construction of port superstructure, maintenance of port infrastructure and port management is expected to be conducted in June 2020.
- Investor: Ministry of Construction, Transport and Infrastructure

REMOVAL OF THE SUNKEN GERMAN FLEET FROM THE WORLD WAR II



Project goal is to improve the conditions for safe navigation on the Danube (sector Prahovo), in particular during the low water level periods by removal of the German sunken vessels from the IIWW.

Project Rationale: At the Serbian part of the Danube from km 857 to km 862, downstream from the navigation lock „Djerdap 2”, there are 23 sunken German war vessels from the World War II which have influence on safety of navigation, since their presence narrowing minimum required navigation fairway width of 180m to 100m during the low water level periods. Since the sunken ships are part of the German war fleet, there are unexploded ordnance (UXO) and EODs on board of them, which present constant danger for human lives and environment and are threatening navigation, in particular in cases where hazardous substances are transported (such as oil, gases, flammable substances, etc.).

Bearing in mind the above listed problems, the Ministry of Construction, Transport and Infrastructure, in cooperation with the German Government, initiated implementation of the first phase of this Project which includes survey of the UXO on boards of these ships. The costs of implementation of the first phase of this Project have been estimated to amount to approximately EUR 1,5 million and funding required has been provided from the Finance Contract for the Serbian inland waterway infrastructure with EIB.

Following the survey of UXOs, the technical documentation and tender dossier will be updated. Based on the updated technical documentation and tender dossier, the Ministry of Construction, Transport and Infrastructure will conduct second phase of this Project which includes removal of a sunken vessels. The estimated value of the second phase is 20 mil. EUR which shall provided from the Finance Contract for the Serbian inland waterway infrastructure with EIB (50%) while for the remaining funds the MoCTI shall apply for WBIF investment grant.

The consortium comprising of Witteveen + Bos, DHI, Dynamar, Maritime Research Center, Port Management and Energoprojekt Hidroinzenjering Company has drawn up project documentation.

Estimated cost: EUR 23 million

- EUR 1,5 for the UXO survey
- EUR 20 million for extraction of ships
- EUR 1,5 for the supervision

RIVER TRAINING AND DREDGING WORKS ON THE CRITICAL SECTORS ON THE SAVA RIVER PROJECT

Project aim is to provide the prescribed fairway parameters by conducting the dredging works to remove the fluvial sediments from the riverbed of the Sava River.

This dredging works are financed from the budget of the Ministry of Construction, Transport and Infrastructure – Directorate for Inland Waterways.

In 2017 dredging works on the first critical sector “Kamičak” on the Sava River from km 87 to km 83 have been conducted. The dredging works on the critical sector “Šabac” (km 100.500 to km 99.100) has been initiated in 2018 and it shall be completed by the end of October 2019. The dredging works on the critical sector „Klenak” are planned for 2020.

Estimated cost of the five critical sectors on the Sava River is 9 million EUR, of which the cost of dredging works on three critical sectors (Klenak, Šabac and Kamičak) is EUR 2 million.

Estimated cost of rehabilitation of the critical sector “Sremska Mitrovica” is EUR 1,5 million and it is proposed to be financed through the World Bank “Sava - Drina River Corridor Integrated Development Project“.

Estimated cost of rehabilitation of the critical sector “Estuary of the Drina and Sava Rivers” is EUR 5,5 millions. This project is proposed for financing through the Finance Contract for the Serbian inland waterway infrastructure with EIB (50%), while for the remaining 50% of the necessary funds the MoCTI will apply for WBIF investment grant, since it requires river training as well as dredging works.

The Project has been assessed as a project of strategic relevance and was given a high mark and included in the Single Project Pipeline. Implementation period: from 2017 until 2023. Investor: Ministry of Construction, Transport and Infrastructure



CONSTRUCTION OF A NEW RAILWAY LINE, FROM THE MALA KRSNA – SMEDEREVO TO THE NEW PORT OF SMEDEREVO

The project aim is to connect the existing railway Mala Krsna - Smederevo to the New Port of Smederevo by constructing 5.5 km of a public railway line.

Implemented and planned activities:

The first phase of this project was implemented through two contracts:

1. Execution of works on the construction of the railway. After the conducted public procurement procedure, a contract was signed with a group of bidders Strabag.d.o.o, Vojvodinaput - Pancevo, Strabag AD, Austria, PRO-engineering d.o.o. Belgrade, TPA d.o.o Belgrade
2. Supervision of works. After the conducted public procurement procedure, a contract was signed with the CIP Institute.

Works on the construction of the railway line began on April 16, 2018, and completed in November 2018. The second phase of this project is implementing through two contracts:

1. Execution of works on the construction of the railway. After the conducted public procurement procedure, a contract was signed with a group of bidders Strabag.d.o.o, Vojvodinaput - Pancevo, Strabag AD, Austria, TPA d.o.o Belgrade and ATM BG d.o.o.
2. Supervision of works. After the conducted public procurement procedure, a contract was signed with the CIP Institute.

Works within the second phase began on March 2019 and completion is expected in August 2019.

Contract value: EUR 9,5 million

Project is financed from the budget of the Republic of Serbia.

Investor: Ministry of Construction, Transport and Infrastructure

AIR TRAFFIC

CONSTRUCTION OF THE ANNEX TO AIR TRAFFIC CONTROL CENTER BEOGRAD BUILDING WITH NEW AIR TRAFFIC CONTROL TOWER AT NIKOLA TESLA AIRPORT

The ATC tower at Nikola Tesla Airport was built more than 50 years ago. This building does not meet the operational requirements of the users (predominantly air traffic control requirements) and it is not adequate, especially taking into account air traffic increase at Nikola Tesla Airport.

It is also necessary to extend the Air Traffic Control Centre Belgrade building. The object extension is needed first and foremost to provide additional space for the new TopSky-ATC Test system, and to expand Pre On the Job simulator. The way both of these systems are used requires their location close to Air Traffic Control Centre Belgrade building.

In order to use these facilities in more rational and economical way it is planned to build the annex to ATCC Beograd facility and tower as unique structural complex since they both represent one global structure in technological context in the vicinity of existing ATCC.

A new ATC tower at Nikola Tesla Airport is planned to be built in compliance with modern building standards in line with future operational requirements. Moreover, a new ATC tower at Nikola Tesla Airport will be equipped with the systems, which will enable supervision of all aerodrome complex surfaces regardless direct possible optical view from the tower dome and weather conditions.

Project for construction of Annex to ATCC Beograd with Beograd ATC tower includes:

- Preparation of technical documentation for the construction of Beograd ATCC Annex with Beograd ATC tower (agreement signed in June 2017);
- Construction of Beograd ATCC Annex with Beograd ATC tower;
- Designing of infrastructure for the new systems in Beograd ATC tower;
- Building of the infrastructure needed for systems in the new Beograd ATC tower.

IMPLEMENTATION OF PRIMARY AND SECONDARY RADAR SURVEILLANCE SYSTEMS INCLUDING NECESSARY INFRASTRUCTURE WORKS FOR AIR TRAFFIC CONTROL PROVISION IN BEOGRAD TMA (TERMINAL MANEUVERING AREA)

Procurement and implementation of PSR + SSR radar system for coverage of areas in Beograd TMA and Beograd ATCC (en-route) jurisdiction; as part of the activities it is planned to construct antenna tower with radome and shelter for equipment installation, while ensuring necessary power supply, telecommunication and other infrastructure;

This radar system will ensure improvement of radar coverage in north part of Serbia and enable preconditions for capacity enhancement in the area of TMA Belgrade.

**IMPLEMENTATION OF PRIMARY AND SECONDARY RADAR
SURVEILLANCE SYSTEMS INCLUDING NECESSARY
INFRASTRUCTURE CONSTRUCTION WORKS (NEW RADAR
STATION) AT LOCATION BESNA KOBILA**

Procurement and implementation of PSR + SSR radar system at the site Besna Kobila; as part of the activities it is planned to construct facility for radar station and associated infrastructure, as well as antenna tower with radome; radar station building is planned to accommodate radar system, power supply, telecommunication and IT equipment, system for fire protection, video surveillance system and other auxiliary systems;

This project will ensure the accomplishment of adequate radar coverage at lower altitudes in accordance to EUROCONTROL standards by using the radar in exclusively SMATSA jurisdiction.

MODERNIZATION OF NDB AND VDF EQUIPMENT

Modernization and Rationalization of NDB Equipment – NDBs are more than a few decades old so consequently projects include replacement of the majority of NDBs, except for 2 NDBs in the western part of Serbia that do not have any operational purpose anymore and implementation of new NDB in the northern part of Serbia.

Modernization of VDF equipment – VDF equipment is being replaced at 3 airports.

RESIDENTIAL AND COMMUNAL PROJECTS

PROJECT FOR CONSTRUCTION OF HOUSING FOR SECURITY FORCES

With the aim of faster and more efficient realization of the Project for building apartments for members of the Ministry of Defense, the Army of Serbia, the Police, the Security and Information Agency and the Administration for Execution of Criminal Sanctions, the Law on special conditions for the realization of a housing project for members of the security forces came into force on 1 June 2018, whose provisions stipulate, inter alia, that the realization of the project represents a general interest.

According to a March 2018 survey, 19,950 members of the security forces expressed interest in buying an apartment within the Housing Construction Project for members of the security forces. The systematization and analysis of submitted data was performed and the most favorable locations were selected for the realization of the Project and the construction of apartments in a quicker, most favorable and efficient way.

After determining the number of security forces interested in buying an apartment, it was decided to start building apartments for security forces first in Vranje, Nis, Kraljevo, Kragujevac, Novi Sad, Sremska Mitrovica and Belgrade and in this respect the construction of apartments in these cities represent the I phase of the Project, while in the second phase of the realization of the project it is envisaged that the apartments will be built in Leskovac, Cacak, Krusevac, Zrenjanin, as well as other cities which express interest.

CITY	Number of apartments
VRANJE	484
NIS	2.400
KRALJEVO	947
KRAGUJEVAC	1.029
NOVI SAD	1.972
SREMSKA MITROVICA	190
BEOGRAD	1000
TOTAL	8.022

Below is the information on the dynamics and number of apartments that will be built at the beginning of the realization of the I phase of the Project, by cities:

- Vranje 186 apartments
- Nis 190 apartments
- Kragujevac 216 apartments
- Kraljevo 200 apartments
- Novi Sad 548 apartments
- Sremska Mitrovica 190 apartments

Total: 1,530 apartments

On the basis of construction permits issued by the Ministry of Construction, Transport and Infrastructure, for the construction of residential buildings in Nis and Vranje, an open tender procedure for public procurement and for the contractor was selected by the bidder "TASYAPI INSAAT TAAHHUT SANAYI VE TICARET", Istanbul, Turkey.

Opening ceremony was on February 8, 2019.

- Value of works for buildings in Nis: 799.224.642,10 RSD without VAT, ie 959.069.570,52 RSD with VAT.
- Value of works for objects in Vranje: 746.778.759,70 RSD without VAT, ie 896.134.511,64 RSD with VAT.



WATER SUPPLY PROGRAM IN KIKINDA

The goal is to achieve water quality in accordance with the current drinking water regulations.



Measure description	Costs [€]	Current status
Construction of a water treatment plant (for the city) at Šumice well field, with nominal capacity of 150 l/s, including a 3.500 m ³ reservoir within the water treatment plant and a pump station to deliver water to the city	8.500.000	Tender documents (FIDIC-Yellow Book) are being finalized. Part of the funds of € 6.000.000 (for conventional treatment) is financed from KfW bank loan, while the rest of the funds are provided by the Ministry of Construction, Transport and Infrastructure (for construction of a Boron and Sodium removal unit – reverse osmosis technology).

WATER SUPPLY PROGRAM IN PARAĆIN

The goal is to achieve adequate supply capacity, reduction of losses (NRW), repairs and water supply interruptions, to increase backup water supply capacities and to improve overall water supply system operation.



Measure description	Costs [€]	Current status
Rehabilitation of one part of AC transmission main from water source Sveta Petka to reservoir Karađorđevo brdo; 9.7 km, HDPE OD500mm	1.593.131	Contract for civil works and material supply is signed (Contractor: Telekomunikacija doo, Blace). Official works commencement date is: 15.8.2019. Deadline for completion is 18 months.

Construction of 3 wells at Gorunje wellfield, including connecting pipelines, approx.3km long (expected capacity per well approx. 15 l/s)	370.000	One well at Gorunje is drilled (capacity: 5 l/s); Well house and pipeline will be executed by the PUC (works will start within next days). Equipping is part of SCADA tender. Completion in ~2.5 months. For other two wells property issues are still being solved.
Construction of pipeline Gorunje-reservoir Karadorđevo brdo, 600m, DN300, including booster pump station reconstruction	206.000	Tender opening was on 16.7.2019. Tender evaluation (qualification and technical part) ongoing.
Construction of well at Dankovo and pipeline ~1.5km, DN150mm	130.000	Foreseen works commencement: September
Rehabilitation of water supply network in the city, ~5.9 km long (DN100 to DN200 mm) including replacement of house connections	345.272,81	The well is drilled (optimal capacity:10 l/s). Status is the same as for measure 2.
SCADA system and investments for possible energy savings	566.131,91	PUC is performing the works. Material is purchased from the loan. Pipeline rehabilitation has been completed in 3 streets. Delivery of material for the remaining 9 streets is ongoing. Works are executed acc. to Municipality's street rehabilitation schedule.
Procurement of leak detection equipment + vehicle	43.885	One part -bulk meters installation- is executed in end March. The rest will be a joint tender with KŽ. Estimated costs are less than specified here (savings from all measures are included).
Procurement of consumer water meters, 500 pcs.	23.579	Contract with supplier is signed. Equipment should be delivered within next days.
Procurement of comb. machine	70.000	Delivered on 27.9.2018. PUC installed all pcs by the end of May.
Procurement of tipper truck, 10t	102.000	Delivered end of September 2018.
Total:	3.450.000	

WATER SUPPLY PROGRAM IN KNJAZEVC

The goal is to achieve adequate supply capacity, reduction of losses (NRW), repairs and water supply interruptions and to improve overall water supply system operation.



Measure description	Costs [€]	Current status
Replacement of one part of existing trunk main AC DN500 from Sinji Vir to Rgošte, 4.2km long	1.210.383	Material is purchased - € 780.383
Investments referring SCADA, water meter and various other procurements	173.000	Civil works are re-tendered; repeated tender opening was on 25.7.2019 – tender evaluation ongoing. Estimated costs: ~ € 430.000. Expected commencement of works: September
Replacement of old PVC DN400 pipes in the city, 3.4km long	720.000	Tender documents completed; relevant Ministry's and then bank's approvals are pending. It will be a joint tender with energy savings measures (expected works commencement: October)
Measures for pressure management (parallel pipeline and pressure reduction valves installation)	194.000	Designing ongoing (preliminary designs) i.e. in final stages of preparation. Tender launching is foreseen for early September (works commencement: November)
Rehabilitation of the distribution network in the city centre, length: ~7km (DN80 to DN250)	911.580	Design preparation is ongoing (preliminary design). Joint tender with the above measure.
Investments referring energy savings (frequency regulators, replacement of pumps, etc.)	181.000	Tender for 5 streets ~ 3.3km long is launched, deadline for bid submission: 17.09.2019 (estimated works and material costs:~ €350.000)
Procurement of consumer water meters, 500 pcs	21.850	Rest of pipelines will be tendered after completion of all other measures – as instructed by the PUC.
Procurement of leak detection equipment + vehicle	38.187	Included in SCADA tender. Status is the same as for SCADA measure.
Total	3.450.000	

WATER SUPPLY PROGRAM IN VRBAS

The goal is to connect all municipal villages to the water source in Vrbas (because local village water sources have poor water quality) and to improve the overall water quality and water supply system.

Measure description	Costs [€]	Current status
Construction of 5 new wells in the area of the existing well field "Vodozahvat" in Vrbas (dep. ~60m), expected capacity: 12 l/s per well	260.000	Design preparation ongoing (DCP). Completion is foreseen by the end of the week. (location conditions took more time than foreseen)
Extension of existing WTP capacity by 2x50 l/s (city:50l/s + for villages:50l/s)- construction of 2 new units	1.240.000	Design preparation ongoing (DCP). Completion is foreseen in the next 10 days. (location conditions took more time than foreseen)

Investments into SCADA system and energy savings – for the existing and new facilities	92.000	This measure is foreseen as the last measure within the program. Implementation time depends on other measures. Only a part of €~10.000 will be implemented soon.
Procurement of domestic water meters (800 pcs +1000 pcs)	65.675	Total of 1800pcs WM procured, 1434 pcs WM installed so far.
Construction of transmission main from Vodozahvat to Kucura and from Kucura to Savino Selo ~13.8 km, OD315, OD160	1.065.000	Construction permit is obtained for the section Kucura-S.Selo. For the second part, Vrbas-Kucura issuing of construction permit is ongoing. Discussions about the order of tenders and measures are still ongoing.
Construction of reservoirs: 1000m ³ at Vodozahvat, 600m ³ in Kucura, 300m ³ in Savino Selo (including PS in S.Selo)	770.000	Design preparation (DCP) ongoing. Completion is foreseen in the next 10 days. (reservoir and pump stations in villages are within the same design)
Construction of pump stations (at Vodozahvat and in Kucura –for Kucura, S.Selo and other villages)	215.000	Design preparation, i.e. designs for construction permit (same as the measure above) ongoing.
Material supply, partial ~19.31km from Kucura to B. D. Polje, Zmajev and Ravno Selo including reservoirs and pump stations (for each village), from OD250 to OD160mm	364.898	Conceptual designs completed. Issuing of location conditions was not possible until last week (municipal Spatial Plan amendments were adopted-thus, conditions are met). This measure will be partially implemented since it was not originally foreseen, but due to savings it will be feasible.
Procurement of leak detection equipment + vehicle	27.427	Contract with Supplier is signed. Equipment should be delivered within next days.
Total	4.100.000	

PROJECT: BIODIVERSITY AND WATER PROTECTION LAKE PALIC AND LAKE LUDAS

The main objective of the Project is the protection of biodiversity in the Palic and Ludas lakes, as well as the promotion of tourism.

The basic importance of the project is that it will enable the restoration of the disturbed natural biodiversity, as well as the increased incomes of the local population.

Investment measures include: improvements in the nutrient reduction in the effluent from the Palic wastewater treatment plant which goes into the Palic lake; the collection of wastewater in Palic settlement and its transport to the wastewater treatment plant; and also planting the buffer zone around the lakes including the bike paths and bird watching platforms; as well as the controlled reduction of invasive fish species in order to allow the development of native species.

Total project value: EUR 6,500,000

Investment measure: Biomanipulation on the Palic Lake (A4)

Estimated value: EUR 150,000

This measure includes the procurement of a motorboat, nets and other fishing accessories, monitoring equipment, as well as two selective fishing campaigns.



Biomanipulation is based on the following activities:

- Reduction of biomass through selective fishing, i.e. removal of large quantities of babushkas (invasive species)
- Introduction of predatory fish species such as perch and pike

A total of 19.3 tons of babushkas were fished during the first campaign. This is more than it was expected. The fish were distributed free of charge to zoos and private ponds.

The next fishing campaign is planned to be conducted by local experts.

Investment measure: Extension of the sewage system in Palic, including the pressure line to Subotica, and the construction of the Palic pump station (A2)

Estimated value: EUR 3,420,000

This measure includes:

- Extension of the sewage network in tourist and residential areas of Palic (12.2 km, DN200 - DN400)
- Pressure line that will bring all the collected wastewater to the wastewater treatment plant in Subotica, 5.3 km PE DN280.
- Construction of the new wastewater pump station in Palic with a capacity of 60 l/s for wastewater and an additional 60 l/s for stormwater.

For the time being, a contract has been signed with a contractor to extend the sewage network in the tourist and residential areas of Palic, and for the pressure line.

Investment measure: Upgrading of the wastewater treatment plant in Subotica (A1)

Estimated value: EUR 330,000

This measure includes:

- Measures for the repair and reconstruction in order to ensure an average effluent value of 0.5 mg/l
- Preparation of plans for the maintenance and emergencies
- Providing sufficient resources to perform preventive maintenance

Investment measure: Building a buffer zone around the Palic and Ludas lakes, including bicycle paths (A3)

Estimated value: EUR 1,220,000

This measure includes:

- Establishing a buffer zone around the lakes, an average of 20 meters wide, with grass, shrubs, and trees.
- Service road for the maintenance of the buffer zone
- Paved bike paths around Sector 4 at the Palic Lake
- Procurement of the maintenance equipment for the buffer zone.

PLANNED PROJECTS

ROADS

HIGHWAY E-763, BELGRADE – SOUTH ADRIATIC

POŽEGA TO BOLJARE SECTION

Section length of 107 km;

Estimated value of 1.830.000.000 Euros;

Preliminary feasibility study with the General Design was prepared and adopted in 2006

Government of the Republic of Serbia adopted the Decision on the Preparation of the Spatial Plan of Special Purpose Area of the Infrastructural Corridor and the Decision on the Preparation of Strategic Environmental Impact Assessment of The Spatial Plan for this Section of E-763, on August 2017.

Bearing in mind the very high investment value for the construction of this Section, which is estimated on 1,5-1,8 million EUR, it is planned to consider and find financing solution based on Public Private Partnership model, or other form of financing. Furthermore, there will be consider the option of split the construction of this Section into phases.

On April 12, 2019 in Dubrovnik, The Memorandum of Understanding on the Project of construction of E-763 Highway, Belgrad - South Adriatic, Section Pozega - Boljare. In MoU, the Republic of Serbia and People Republic of China show common interest for this project, including design preparation, delivery, construction and financing on the territory of the Republic of Serbia. In the next period, the Parties will consider the following solutions: Public Private Partnership or Loan for the Pozega - Duga Poljana Section, and Public Private Partnership or Loan for the whole Section Pozega - Boljare.

Negotiations with Chinese Company should start soon.



HIGHWAY BELGRADE – SARAJEVO POŽEGA - KOTROMAN

The planned highway has two axes:

- Sremska Raca (BiH border)-Kuzmin
- Pozega-Kotroman (BiH border)

Commercial Contract for the preparation of the Detailed Regulation plans, design documents and for the construction of the sections, between The Government of the Republic of Serbia, PE “Roads of Serbia” and Turkish company “TASYAPI” was signed on December 19, 2018 in Belgrade. Preparation of the planning and design documents are currently on-going.



Investment value is approximately 250 mil. EUR and it covers the costs of:

For the Section Sremska Raca-Kuzmin total amount of 225 mil. EUR:

- 5 mil. EUR - planning, design and technical documentation;
- 120 mil. EUR – construction works;
- 100 mil. EUR – bridge over Sava River – construction works.

For the Section Pozega-Kotroman:

- 25 mil. EUR – design and project documentation.

The project will be financed from the loan obtained from Turkish bank and partly from the Budget of the Republic of Serbia (80% Loan, 20% RS Budget). Republic of Serbia sent the Loan Application on February 14, 2019 and negotiations for the Loan Agreement has started. The Loan amount is 200 mil. EUR.

Before the construction starts, the Agreement with Bosnia and Herzegovina on the construction of the bridge over Sava River and new border crossing, must be signed and ratified.

It is planned that the construction works on the bridge over Sava River, as well as the construction works on Section Sremska Raca-Kuzmin start in jun 2019.

The Section Pozega – Užice - Kotroman (BiH border) is approximately 60 km long. Pre-Feasibility Study and General Design are adopted by the Republic Revision Commission in September 2010. The remaining design documentations must be obtained.

Commercial Contract envisages that TASYAPI prepare The Feasibility Study and Preliminary Design for the Section Pozega – Užice - Kotroman (BiH border). The preparation of the Spatial Plan for Special Purpose Area for Infrastructure Corridor is on-going. Estimated investment value, according to General Design, is 830 mil. EUR.

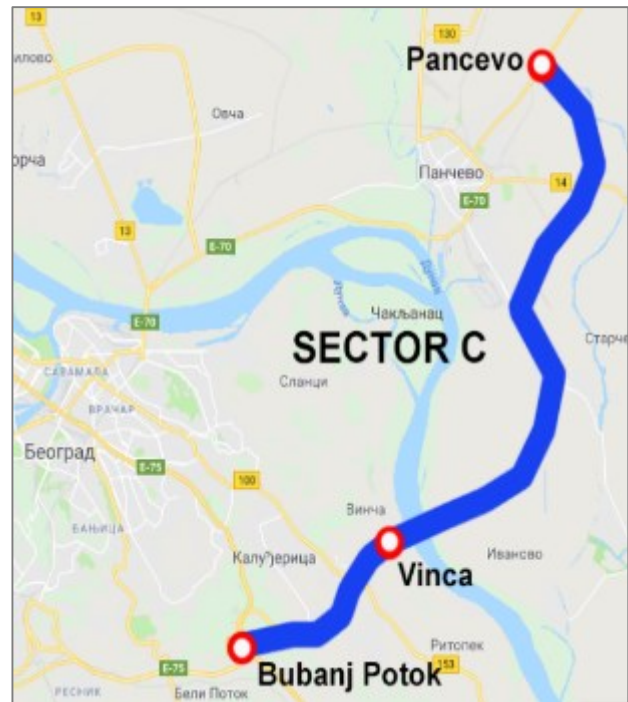
PROJECT BELGRADE BYPASS RING ROAD

SECTION C: BUBANJ POTOK TO PANCEVO

For the finalization of the ring road around Belgrade it is necessary to build the remaining Section C 31 km of full configuration highway from Bubanj Potok to Pancevo, including the combined road and rail bridge over the River Danube (between right bank village Vinca and left bank village Starcevo).

Total investment value according to the project-technical documentation for Section C is 450 million Euros.

Future investor will be given deadline to construct the remaining section within 4 years since the day of the signing of contract, as well as prepare the Project Design for the Construction Permit and the Project Design for Construction for Section C.



Preliminary design with the Feasibility Study finished by Institute for Transportation – CIP Belgrade.

CIP, Sinohydro and Azvirt with the coordination of the Ministry will prepare the Preliminary design of the bridge over the Danube and other components of the projects;

For this project, according to present legislation two Investors are needed (additional coordination required): "Infrastructure of Railways of Serbia" Ltd. and PE "Roads of Serbia".

Low on Budget of the Republic of Serbia for 2019 envisage the loan obligation in the amount of 510 mil. EUR.

During the "One Belt One Road" FORUM in Beijing, the Memorandum of Understanding on Cooperation on the Realization of the Project of Belgrade Bypass, particularly Sector C, between Republic of Serbia, POWERCHINA and AZVIRT was signed in April 2019.

“FRUSKA GORA CORRIDOR“ NOVI SAD - RUMA

Section length- 45,40 km

Estimated value – around 500 million EUR

The Highway Institute, Belgrade has been chosen as the designer of Preliminary Design with the Feasibility Study and Environmental Impact Study for four sections.

The project consists of 4 sections:

- Section 1: Interchange "E75 Motorway" -Paragovo, L = 11,279 km The preliminary design is completed and it is expected to be submitted to the Audit Committee.
- Section 2: Paragovo - start of the Ruma bypass, L = 16,760 km - The preliminary design is completed and adopted by the Audit Committee.
- Section 3: Interchange "Kac" -Petrovaradin (Interchange "Highway E75"), L = 6,900 km. The preliminary design is completed and it is expected to be submitted to the Audit Committee.
- Section 4: Ruma bypass, L = 10.41 km –Amendment of the Spatial Plan of Special Purpose Area is completed; Preparation of Preliminary Design is in progress.

In May 2017, a Memorandum of Understanding was signed between the Republic of Serbia and China Road and Bridge Corporation (CRBC) on the project of building the state road IB 21 Novi Sad - Ruma ("Fruskogorski Corridor"). In March 2018, the Government of the Republic of Serbia by its Decision established a Working Group for the Management of the Process of the Implementation of this Project with the aim of managing and monitoring the process of realization of the Memorandum of Understanding. The task of the Working Group is to conduct technical negotiations with the Chinese company CRBC, in order to further implement the MoU.

On April 24, 2019 in Beijing, MCTI signed Protocol with CRBC on cooperation on the project of the construction of the Fruska Gora Corridor, Novi Sad - Ruma highway.

CITY EXPRESSWAY NEW BELGRADE TO SURCIN

Section length - 7.9km;

Planned estimated project value 38 million EUR;

The proposed project establishes a shortcut from urban parts of Belgrade – local community New Belgrade (with other paths of Belgrade Municipality) with the Junction Surcin of the Belgrade road roundabout and Highway E-763 under construction, from Surcin to Pozega, as a part of the Southwest link of the capital with Bosnia and Hercegovina on one side and the Adriatic sea on Montenegro by its other arm.

Investor Belgrade City Municipality;

HIGHWAY BELGRADE – VRSAC – VATIN (BORDER WITH ROMANIA)

Strategic significance: Represents the extension of Highway Belgrade – South Adriatic, also interlinking Corridors X with Corridor VII and IV in Romania

Belongs to the state road network class IB, AGR road network E-70 and Core Transportation Network SEETO route 4.

Preparation of the Project technical and planning documentation is needed

Preliminary estimated Investment value is around 270 million Euros

Total budget of the project is around 11 million Euros.

The proposal of this strategic project for Serbia (from the end of the Belgrade By-pass Ring Road, through Pancevo and Vrsac to the State border with Romania) entails the need to prepare the Preliminary Feasibility Study together with the General project, as well as technical documentation for the section in Serbia (around 91km).

EXPRESSWAY ZRENJANIN- CENTA- BELGRADE (BORCA)

Section length- 56,5 km;

Estimated Investment value- 110.000.000 Euros;

The project entails the upgrade, that is, the construction of the two additional traffic lanes on the part of the state road class I B, number 13, between Zrenjanin and Belgrade settlement of Borca, more precisely, the future intersection locations with the North Tangent of the Belgrade Bypass Ring road.

The construction of two new out of level intersections (interchange): Center and Ecka are included in the Project

The estimated cost for the preparation of the technical documentation is around 3.5 million Euros; For preparation of the spatial planning and technical documentation an estimated 2 years are needed, with additional 6 months needed for the procedures of the review and the adoption of the documentation.

Institute for Transport CIP Belgrade, prepared the Preliminary Design Model in 2014 and a Financial- economic Elaborate, whose indicators point out that the investment is economically profitable, a prerequisite for the commencement of the activities for the preparation of technical documentation.

In October a protocol on cooperation on joint financing of the development of project technical documentation between the Ministry of Construction, Transport and Infrastructure and the Provincial Government was signed. The financing of the development of project technical documentation will be realized in the proportion of 50% - 50%.

EXPRESSWAY ZRANJANIN – NOVI SAD

Planned length 44,5 km.

Project envisages the reconstruction of exiting road, with construction of two new lines, thus meeting the requirements of forth line expressway with out of level crossing facilities linking with Zrenjanin roundabout on one, a point at the Highway Belgrade – Horgos (Corridor X, North Arm);

Planed estimated value around 100 million EUR for the project in full, approximately 3 million EUR for project technical documentation.

Deadline for finishing planning and project technical documentation including revision of Detailed Arial Regulation Plan established to two years upon start of project – planning activity.

A Protocol on cooperation on joint equal share financing the costs of project technical documentation between Government and AR Vojvodina administration as been concluded in October of this year.

EXPRESSWAY IVERAK – LAJKOVAC

This road is a cross-section in the road network of the Republic of Serbia and connects parts of Republika Srpska, respectively Bosnia and Herzegovina with the E-763 (Belgrade - South Adriatic) and Corridor X, respectively Belgrade - Niš highways and in the continuation with Eastern Serbia and R. Bulgarian. Separately, it represents the connection of the City of Valjevo with the Belgrade - South Adriatic highway.

The corridor of the planned state road starts at the km 0 + 000 (Iverak) junction from the existing state road IB of line 27, Loznica-Valjevo-Lazarevac, from which it separates and extends to the newly planned corridor to a small part north of it, after which it intersects and parallel to from the south it extends east-northeast, through the territory of the city of Valjevo and the municipality of Lajkovac, to the km 17 + 250 station, after which the road belt of the highway is extended approximately 300m to the junction with the Belgrade-South Adriatic highway (E -763). Characteristics of the projected section:

- The total length of the section is about 17.5 km.
- Road elements provide speeds of up to 100 km / h with a transverse profile of two physically separated lanes, with two lanes for each lane.
- A total of 25 structures (bridges, overpasses, underpasses and culverts) were designed due to the configuration of the terrain and partly parallel provision and more crossings with the course of the Kolubara River.
- A total of 7300 m of surface flow regulation is envisaged, of which 3700 m is the regulation of the Kolubara River.
- At km 0 + 600, a roundabout, the connection of the city of Valjevo, the existing road, the planned Valjevo bypass and the projected road are designed.
- At km 6 + 200, the Divci junction is designed - a level intersection that has the function of connecting the planned state road with the existing state road of the first line No. 27, as well as with the state road of the second line of the number 150 as a connection with the municipal center of Mionica and the Divcibare tourist center.
- The projected road ends at the loop zone on the Belgrade-South Adriatic highway (E-763).
- The estimated investment value of the construction of the highway is about 70 million euros.

The conceptual design for the development of the Spatial Plan of the special purpose area under development is submitted for the project in question. In parallel with the development of the PPPPN, the conceptual design of the highway is being done.

PROJECT OF TUNNEL CONSTRUCTION NEAR LJUBOVIJA

Tunnel construction is planned on the main road near Ljubovija. The road is important for the region because it connects the western part of Serbia but also for the connection of Serbia and Bosnia and Herzegovina. The tunnel narrows the gap, and the route creates opportunities for the development of the local self-governments it connects, the development of tourism and the development of interstate exchange. An estimated value is around of € 200 million.

RAILWAY

CONSTRUCTION OF BELGRADE SUBWAY

In the previous period, the Governments of the Republic of Serbia, the Republic of France and the City of Belgrade signed several Statements of Intent on the Belgrade Subway project on November 18, 2011, November 6, 2014 and December 22, 2017.

A memorandum of understanding was signed in Beijing in April 2019 with the aim of cooperating on the implementation of this project. The memorandum was signed on behalf of the Government of the Republic of Serbia by the Deputy Prime Minister and Minister of Construction, Transport and Infrastructure Zorana Mihajlović, on behalf of the City of Belgrade by Mayor Zoran Radojičić, and on behalf of the Chinese company "Power Construction Corporation of China, Limited" – by Deputy Executive Director.

In Belgrade, on July 15, 2019, a Statement of Intent on the Belgrade Subway Project was signed between the Government of the Republic of Serbia, the Government of the Republic of France and the City of Belgrade. On behalf of the RS Government, the statement was signed by the Deputy Prime Minister and Minister of Construction, Transport and Infrastructure Prof. Dr. Zorana Mihajlović and Minister of Finance Siniša Mali, on behalf of the City by Mayor Zoran Radojičić, and on behalf of France, Ambassador Frédéric Mondoloni. In this way, the intention was confirmed for the Republic of France to be a strategic partner for the implementation of this project, to continue cooperation with French companies and to consider possibilities for securing financing.

By Decision of the Government of the Republic of Serbia 05 No: 02-4927/2019-01 of May 16, 2019, the Working Group for the realization of the project "Construction of the Belgrade Subway" was formed, with the task of making decisions regarding the implementation of the project for construction of the subway in Belgrade, then determining the dynamics of implementation, supporting the project itself, and finding acceptable technical, commercial and financial solutions for the project implementation.

So far three sessions of the Working Group were held as follows: the constitutional one on June 7, then the second session on June 14, and the third session on September 19.

On the basis of the Agreement on the donation of France to Serbia, in addition to the previously completed Phase 1 of the General Concept and Definition of the Belgrade Subway System, the consulting company EGIS Rail has prepared a Preliminary Feasibility Study with a General Design for the Subway lines 1 and 2 in Belgrade. The value of the documentation is EUR 1,803,151;

At the second session (June 14), EGIS Rail presented a general design, but the Government Working Group requested some clarifications from the designers and the City of Belgrade regarding the defined prices and construction phases. The City Commission for the Implementation of the Project Construction of the Belgrade Subway has accepted the Preliminary Feasibility Study with the general design, but without clear arguments regarding the route, the method of construction by stages, estimated costs, as well as the manner of maintaining and providing the means for functioning after construction.

Expert control is underway for the Preliminary Feasibility Study with the general design for the subway lines 1 and 2 in Belgrade by the Audit Committee. Rapporteurs - Auditors of the AC are

establishing the technical accuracy, concept and justification of the project.

Also, in order to analyze the Preliminary Feasibility Study, an independent expert will be engaged to verify all economic and financial aspects of the project. The Government of the Republic of Serbia has initiated the selection procedure;

After receiving expert opinions, the Government AC will decide on further steps in the project implementation;

The company "Power China" submitted a financial bid for the construction of subway line 1 and model of cooperation through PPP for both subway lines on 11 July 2019;

The Chinese Party has submitted the Draft Consultancy Services Contract for the preparation of technical documentation, Conceptual Solution, Conceptual Design with Feasibility Study and Environmental Impact Study for lines 1 and 2 of the BG subway. The revised contract would be concluded between 4 parties, the MCTI, the City of Belgrade, the PUC Belgrade Subway and Train, and POWERCHINA. Part of the documentation produced by the consultant relates to potential funding options.

The Government of the RS on 10 October adopted the Conclusion that declaring that a project of the Belgrade subway is a priority for the Republic of Serbia, and that on behalf of the Republic of Serbia, the MCTI will perform investor rights.

Technical and financial elements of the Project - based on "EGIS" data:

The estimated value of the construction of both subway lines, that is, the complete project is € 4.4 billion. The length of the first subway line is 21.3km and the other one 19.2km. The estimated value of the first subway line is € 2.3 billion and the other one € 2.1 billion. It is envisaged that the entire route and the stations of both lines will be underground, except for the part near Makiško polje (about 2 km);

The Designer and the City Commission consider that the priority for the implementation is subway line 1, from the Železnik station to Karaburma station (16.5 km, 18 stations) with an estimated value of 1.83 billion euros.

Belgrade subway lines

Line 1 stations are: Železnik, Ranžirna, Makiš, Žarkovo / Bele vode, Trgovačka, Požeška, Banovo Brdo Market, Ada Bridge, Fair, Gazelle Bridge, Palace of Justice, Sava Square, Republic Square, Francuska, Belgrade Port, Danube Station, Pančevo Bridge, Karaburma Railway Station, Diljska, Višnjička, Mirijevski Boulevard, Seventh Belgrade High Lyceum and Mirijevo.

Line 2 stations are: Mirijevo, Ustanička, Mite Ružića, Cvetkova pijaca, Vojislava Ilića, Šumatovac, South Boulevard, Makenzijeva, Manjež, Sava Square, Sava Center, Arena, Mercator, Municipality of New Belgrade, Aleksandra Dubčeka, Senjski Square, Zemun Stadium, Filipa Višnjića, Novi Sad Road, Zemun Railway Station.

PROJECT FOR CONSTRUCTION OF THE RAILWAY STATION BELGRADE CENTER - PROKOP

Belgrade Center (Prokop) station Phase 2 – of the estimated value of 50 million Euros. This phase entails the construction of the station building, the construction of the first and second station track with the platform I, the finalization of the slab at level 105 and the construction of the temporary

access roads to the tracks. Preliminary design was complete in September 2016 under fundings of the budget of the Republic of Serbia. The obligatory Preliminary Design was given a positive opinion by the State Review Commission, under condition of recommended changes to be applied. Design for Construction Permit was completed in November 2016. The funds for construction works are yet to be obtained. Support from the Kuwaiti Fund for Arab Economic Development is being expected.

In parallel with this work, the Republic Property Directorate and the City of Belgrade are working on the process of renewing the process of seeking (advertising) investors for the construction of commercial parts on the complex, which are designed on the panel at level 105, which are not covered by the planned Phases, ie investment under the Kuwaiti loan in EUR 50 million.



RECONSTRUCTION AND MODERNIZATION OF THE RAILWAY LINE BELGRADE – NIS

Reconstruction and modernization of the railway line Belgrade – Nis (212,5 km, EUR 1.059 million) includes three subprojects:

- Reconstruction, modernization and construction of double-track railway Resnik-Klenje-Mali Požarevac-Velika Plana (84 km, EUR 340 million);
- Reconstruction and modernization and railway line Velika Plana - Nis (Velika Plana - Gilje, Paracin - Stalac and Djunis - Nis (Trupale) subsections, 111 km, EUR 562 million);
- Reconstruction and construction of the second track on railway line Stalac – Djunis

PROJECT FOR RECONSTRUCTION, MODERNIZATION AND CONSTRUCTION OF DOUBLE-TRACK RAILWAY RESNIK-KLENJE- MALI POŽAREVAC-VELIKA PLANA

The first phase of this project consists of reconstruction and construction of the Resnik-Klenje-Mali Požarevac double-track railway, 26 km long. The second phase of the project includes reconstruction and construction of double-track railway Mali Požarevac-Velika Plana, 58 km long. Project includes: reconstruction of the existing railway line and construction of new double-track railway, reconstruction and modernization of signal and safety and telecommunication devices and plants, reconstruction of existing and electrification of new railway tracks, construction and reconstruction of facilities: tunnels, bridges and viaducts; reconstruction and modernization of station capacities; digitalization of telecommunications on the whole track, etc. Value of the project is EUR 340 million (total length 84 km).

The Framework Contract between the Government of the Republic of Serbia, the Joint Stock Company for Public Railway Infrastructure Management "Serbian Railways Infrastructure" and China Road and Bridge Corporation has been concluded for:

- Joint preparation of the Technical and Economic Study for the development of the railway Corridor 10 through the Republic of Serbia;
- Design and execution of works on construction of the new double-track railway Belgrade – Velika Plana for combined passenger and freight transport and speeds up to 160 km/h (approx. 80 km long);
- Determination of the remaining specific subsections of the Project and definition of commercial and technical details for the same

Financing of this project is still not provided.

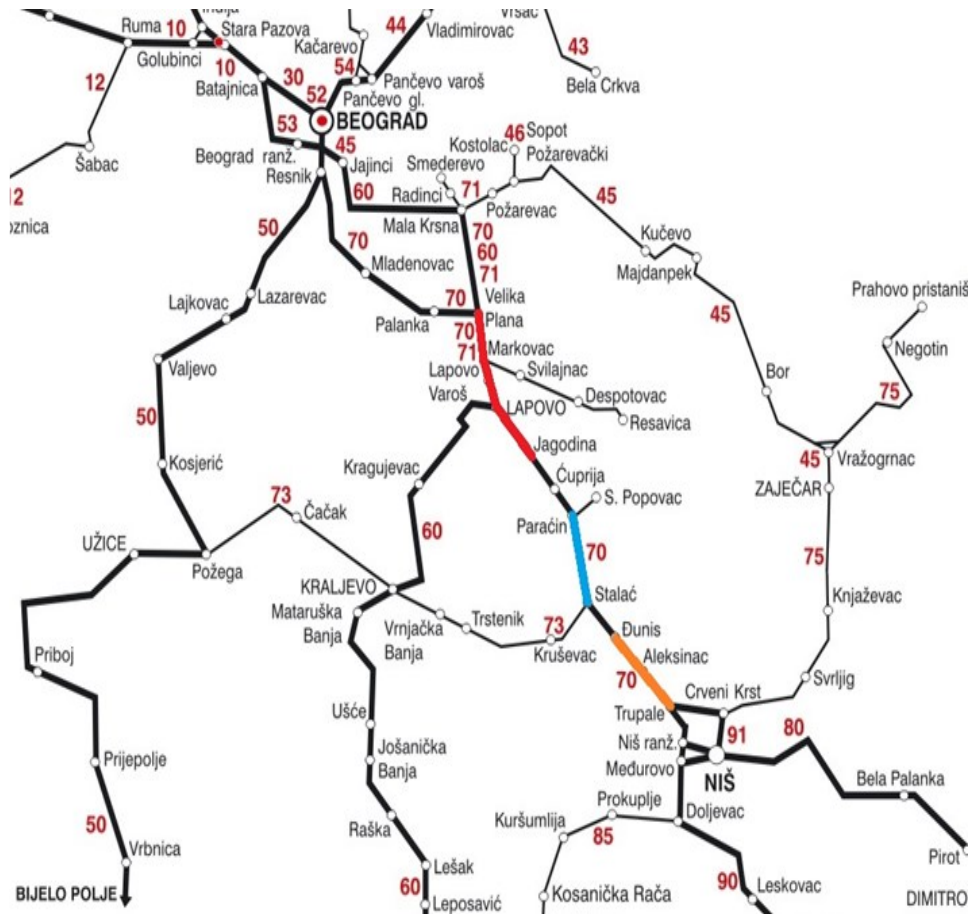
RECONSTRUCTION AND MODERNISATION OF RAILWAY LINE VELIKA PLANA - NIS (VELIKA PLANA - GILJE, PARACIN - STALAC AND DJUNIS - NIS (TRUPALE) SUBSECTIONS)

Railway Velika Plana - Nis (Trupale) is part of the Belgrade - Nis railway line, (Railway No. 2, E 70 / E 85: Belgrade - Mladenovac - Lapovo - Nis - Presevo - state border (Tabanovce)). The Belgrade - Nis railway line is 244 km long and was built as a single-track railway and commissioned in 1884. It is an integral part of the European railway network (Corridor X) and is of highest importance for domestic and international traffic in Serbia. The railway line is electrified.

On the part of the railway line from Velika Plana to Nis, after its construction, the second track was gradually added. At the moment, only the Stalac-Djunis section is a single-track, but for this section, Preliminary design was completed in 2016, and designed as a double-track railway for a speed up to 160 km/h. In addition, the reconstruction of the section Gilje - Paracin was completed in 2016, and this section was completely built as a double-track railway with geometry elements for a speed up to 160 km/h.

The sections of the railway line that are the subject of this project are Velika Plana – Gilje Paracin

– Stalac and Djunis – Nis (Trupale) in total length of 111 km for speed up to 160 km/h. Aforementioned three sections represents double track railway. Currently is undergoing a preparation of the Feasibility Study The Preliminary design, including Conceptual Design for obtaining of location requirements, and Environmental and Social Impact Assessment Study through PPF8 from IPA funds. Deadline for completion of preparation aforementioned documentaion is March 2020. Financing of this project is still not provided, and the value of the project is EUR 562 million.



RECONSTRUCTION AND CONSTRUCTION OF THE SECOND TRACK ON RAILWAY LINE STALAC - ĐUNIS

Project consists of construction of the new double-track railway line between Stalac and Djunis designed for speeds of up to 160 km/h. The length of the section is 17.5 km. The project includes electrification of the railway line and installation of signaling and safety and telecommunication devices. Also, this project implies construction and reconstruction of facilities such as tunnels, bridges, railway stations and de-leveling of level crossings. Feasibility Study with Preliminary Project and Environmental Impact Assessment Study from the WBIF Fund was prepared. Currently is ongoing audit from National Audit Committee, and by the end of the year is expected to be approved by this committee. Financing of this project is still not provided, and the value of the project is 157 million euro. Duration of work according the information from Preliminary Design is four years.

RECONSTRUCTION OF RAILWAY LINE BRESTOVAC-BORDER WITH NORTH MACEDONIA

The Project of reconstruction of railway line Brestovac-border with North Macedonia includes the complete reconstruction and modernization of the remaining 4 sections in total length of 88 km, which were not reconstructed from the Russian loan. This project will also cover the reconstruction of stations and electrical infrastructure on sections where only construction reconstruction from the Russian loan has been carried out.

For preparation of Preliminary design with Feasibility Study and Environmental Impact Assessment Study for reconstruction of sections Brestovac - Vinarci, Djordjevo - Vranjska Banja, Ristovac - Bujanovac and Bukarevac - Presevo - State border with North Macedonia in April 2018 was approved a WBIF grant for technical assistance in value of EUR 3,5 million. Preparation of aforementioned documentation will start during this year.

Financing of this project is still not provided, and the value of the project is EUR 160 million.



PROJECT OF RECONSTRUCTION AND MODERNIZATION OF BELGRADE-ŠID-BORDER WITH CROATIA DOUBLE-TRACK RAILWAY LINE

Bearing in mind that Memorandum of Understanding with the Republic of Croatia was signed on March 9, 2018, preparatory activities were planned for the preparation of technical and planning documentation for the reconstruction of the left and right tracks on the section from Golubinci to the border with Croatia in the length of 81 km. The existing track is in a different technical state of reliability. On the right track, the track from Golubinci to Ruma is reconstructed, and part of the railway from Ruma to Šid needs to be reconstructed and modernized. It is planned to reconstruct both railway tracks and all station tracks for train speeds up to 160 km/h and installation of electronic signal and safety and telecommunication facilities so that ETCS and GSM-R or ERTMS can be implemented, which is also an obligation for all main lines, reconstruction of existing stable electrical traction facilities, construction



of passenger platforms with pedestrian underpasses in all official places, as well as de-leveling of road crossings. Financing of this project is still not provided, and the value of the project is 250 million EUR. The application for WBIF grant for technical assistance was approved in the amount of 3,000,000 EUR for preparation of Preliminary Design with Feasibility Study and Environmental Impact Assessment Study. Preparation of aforementioned documentation will start during this year.

RECONSTRUCTION OF RAILWAY LINE VALJEVO - VRBNICA - STATE BORDER WITH MONTENEGRO

Railway line (Belgrade) - Resnik - Vrbnica - state border with Montenegro, is part of the multimodal transport corridor Bari - Bar - Podgorica - Belgrade - Timisoara, which by its importance deserves to be in the network of Pan - European priority corridors as Corridor XI.

The reconstruction of the section Resnik - Valjevo in the length of 78 km was financed from the funds of the loan of the Russian Federation. It is planned that the reconstruction of the railway line from Valjevo to Vrbnica (border with Montenegro), 209 km long, will be financed from the funds of the new loan of the Russian Federation, while the investment value of the works is estimated at EUR 446.3 million, and the preparation of technical documentation requires about EUR 10.5 million. The works foreseen the following:

- Reconstruction of the existing line for speeds up to 120 km/h;
- Reconstruction of the railway and official sites in accordance with the technical specifications of interoperability;
- Reconstruction of bridges and tunnels;
- Extension of station tracks to allow train traffic up to 750 m;
- Provision of a free gauge on open rail, stations and facilities to allow the application of the GC load profile for electrified lines.

New contract with RZD International which was signed in January 2019 includes funds for preparation of Preliminary design with Feasibility Study and ESIA. Beginning of works is expecting in first quarter of 2021.



CONSTRUCTION OF INTEGRATED DISPATCH CENTER

In order to create the conditions for uniform and synchronized, and especially efficient and effective, operation of all services within the operational management and execution of traffic "Serbian Railway Infrastructure" JSC planned to establish a single operational center that would represent the center of traffic monitoring, management and regulation throughout the network of public railways it manages, based on the application and use of modern technical and technological solutions of hardware and software solutions in order to rationalize and optimize the management and regulation of railway traffic.

Such a center will provide analysis, planning, management and control of the online traffic process in order to ensure timely and preventive decisions for traffic management, reliability of railway infrastructure elements, reliability of train movement information and train composition in order to achieve maximum operational efficiency indicators, as well as financial results.

In order to ensure high quality and reliable data transfer and the ability to manage traffic and power lines from an integrated dispatch center, it is necessary to lay new fiber optic cables and to construct a new integrated dispatch center building.

On January 17 2019, the Contract on design and execution of works on construction of the railway infrastructure of the Republic of Serbia and for the construction of the Integrated Dispatch Center for Train Traffic Management in the Republic of Serbia in the amount of EUR 230 million. Estimated value of construction of the Integrated Dispatch Center for Train Traffic Management in the Republic of Serbia is 127,4 million euro.

The signing of the financial agreement with the Government of the Russian Federation is expected by the end of 2019.

During 2019, the CIP Transport Institute will continue to prepare technical documentation with the Russian Institute of OAD "NIAS" based on the ToR prepared by "Serbian Railway Infrastructure" JSC.

WORKS ON ELECTRICAL AND SIGNALING INFRASTRUCTURE ON RAILWAY LINE STARA PAZOVA - NOVI SAD

Project for Reconstruction, Modernization and Construction of the double track Belgrade - Stara Pazova - Novi Sad - Subotica – border with Hungary: Section: Stara Pazova - Novi Sad “Phase II“ represents the continuation of reconstruction and modernization of the section Stara Pazova - Novi Sad, which includes the following works:

- Works on the construction of electrical infrastructure (electric traction facilities, contact network, signaling and telecommunication systems) at speeds up to 200 km / h,
- Construction works for architectural and construction facilities and associated facilities,
- Works on construction of power plants,
- Works on regulation of the watercourse and arrangement of the lane.

The contract for the design of technical documentation and execution of works on railway infrastructure was signed with RZD International on January 17, 2019 which includes works on electrical and signaling infrastructure on railway line Stara Pazova - Novi Sad in length of 40.44 km. The estimated value of this project is EUR 91,9 million. Co-financing of the Republic of Serbia under the signed contract will be 25%. Work is expected to begin in mid-2020 and completion is expected to be done by the end of 2021.

OVERHAUL OF RAILWAY LINE

VRBAS - KULA - SOMBOR RAILWAY LINE (51 KM)

Beginning of overhaul of 51 km of railway line: Vrbas - Kula - Sombor (308) is planned for June 2020. The track is capable of a maximum axle load of 20 tones / axle up to 16 tones / axle, and the limit of maximum speeds for individual parts is up to 40 km/h. The railway line was put into service in 1906, and the track material was varied from the standard 49E1 type to the non-standard rails, from the gravel ballet material to the crushed stone. There are 56 level crossings in this section. Replacement of existing non-standard track grating, i.e. complete elements of the superstructure, would increase the permissible axle load from 16 tones/axle to 22.5 tones/axle while raising the maximum permitted speeds to 70-100 km/h.

The estimated value of is EUR 20.4 million.

KRAGUJEVAC - KRALJEVO RAILWAY LINE (53 KM)

“Serbian Railway Infrastructure“JSC in 2020, plans to continue the rehabilitation of the main line: Lapovo - Kraljevo - Lešak - K.Polje - Đ.Janković - state border - (Volkovo), on the section Kraljevo - Kragujevac (108). This would complete the works currently being performed on the Lapovo - Kragujevac section. The positions of the works would include replacement of the existing track grating, with the accompanying work of the machine grating and supplementing of the ballet, machine regulation of the track by direction and leveling on the designed level and inclusion of the track in the long rail with final welding. The aim of the work is to increase the permissible axle load from 20 tones / axle to 22.5 tones / axle while raising the maximum speed to a designed 65 - 100 km/h.

The estimated value of is EUR 21.2 million.

VRSAC - BELA CRKVA RAILWAY LINE (32 KM)

Local railway line: Zrenjanin Factory - Vrsac - Bela Crkva (317), on the section Vrsac - Bela Crkva (from Bela Crkva station) began construction in 1854, to connect with Vrsac in 1858. The last major repair work was in the section Vršac - Bela Crkva in 1890 and since then only regular maintenance works have been carried out. This section is A-rated, with a permitted axle mass of 16 tonnes / axles, with non-standard type 45, Xa, and C rails and associated non-standard track gauge, wooden sill and gravel ballast prism. The maximum design speed was 80 km/h, while in some sections the current maximum speed is 30 km/h. “Serbian Railways Infrastructure” JSC would, by its own means and stepwise, use the standard, second-hand material of the

superstructure to enable and bring this section to the design state with the design speed and maximum axle load of 22.5 tons / axles.

The estimated value of is EUR 13.8 million.

DOLJEVAC - KURŠUMLIJA - MERDARE RAILWAY LINE (87 KM)

The section of the Doljevac - Kastrat - Kosovo Polje regional railway line (218), between Doljevac - Kursumlija - Merdare stations began construction in January 1914, and was phased in between 1924 and July 1930, between Doljevac - Kursumlija stations. From Kursumlija over Merdar to Kosovo Polje, construction began in 1948 and was completed in the summer of 1949 and has not been overhauled since. The track is qualified for a maximum axle load of 16 to 18 tones/axle, respectively for the A and B1 categories. The current maximum speed is 50 km/h while some sections are for a maximum of 10 km/h.

Mostly built-in material is a non-standard track equipment along with gravel ballast material. Ongoing investment maintenance works by replacing the elements of the superstructure (reinforcing the elements of the superstructure), "Serbian Railway Infrastructure" JSC would enable lifting of the axle load on this stretch of 22.5 tons / axles while raising the maximum speed to the designed 60 km/h while increasing railway safety and the flow rate of people and goods.

The estimated value of is EUR 34.8 million.

Reconstruction, modernization and electrification of Pančevo Main Railway Station - Vršac - state border with Romania

This single track/non-electrified line is part of the regional core network and has a length of 80.1 km. Pančevo is an important industrial center of the Republic of Serbia where important facilities are located such as the NIS oil refinery, the HIP Petrohemija chemical plant, the Azotara nitrogen plant, and the Port of Pančevo. Maximum permitted speed on the railway line from Pančevo Varoš to Vršac station is 100 km/h and from Vršac station to State border is 80 km/h. Service points (stations and stops) neither provide sufficient comfort (platforms, access to platforms) to passengers nor the required level of service for other users. Modernization of this railway line, after the electrification, will enable all trains arriving from Vršac to enter the Belgrade railway junction without changing the traction units (accruing time savings). The reconstruction and modernization of this railway line will also include:

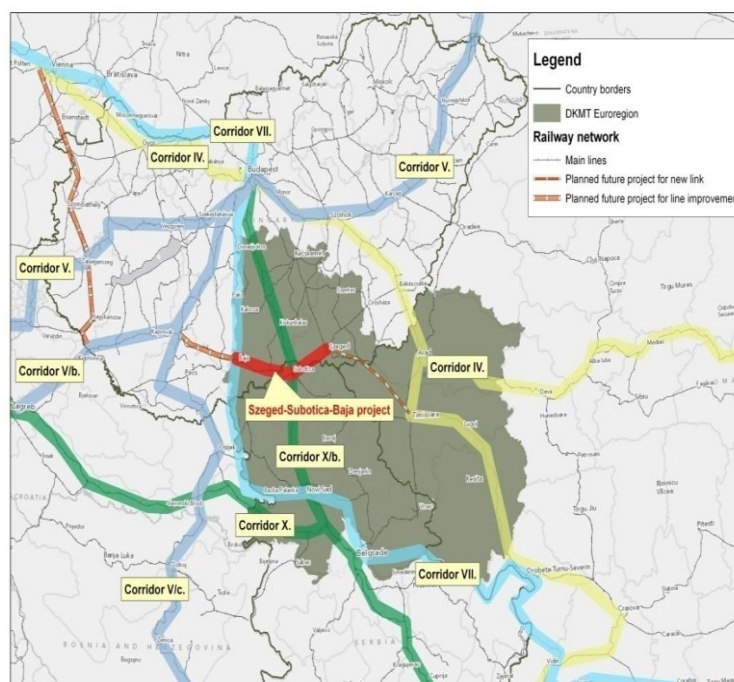
- Reconstruction of the single-track line along the existing alignment with speeds of up to 120 km/h, permitted axle loading of 225 kN and permitted loading of 80 KN/m (category D4) on the railway line
- Reconstruction and rehabilitation of bridges and culverts
- Construction of catenary and power supply facilities
- Modernization of telecommunications (including the installation of fiber optic cables)
- Modernization of signalling and safety devices (including installation of electronic control desks in stations)

RECONSTRUCTION AND MODERNIZATION OF THE RAILWAY SEGEDIN - RIVER - HORGOSŃ - SUBOTICA - CHICERIA - BAČALMAŠŃ – BAJA

For the purpose of implementation of the Protocol on Cross-Border Cooperation of the Republic of Hungary and the Republic of Serbia, in the field of railway transport development, the Euroregional development non-profit agency "Danube - Kris - Moris - Tisa" (DKMT) was established to manage projects financed by IPA funds of the European Union, with headquartered in Szeged (Csongrád County, Hungary).

In this regard, the IPA cross-border cooperation project HU-SRB / 0901/112/153, DKMT railway "Reconstruction and construction of the Szeged-Reske-Horgos-Subotica-Chikeria-Bacalmash-Baja railway line" has been implemented the following:

- a) Feasibility study with Conceptual design for reconstruction and modernization of the Subotica - Horgos - Border with Hungary railway. Created by CeS COWI d.o.o., and adopted by the Audit Committee in November 2015.
- b) Study on the Environmental Impact Assessment of the Reconstruction and Modernization of the Subotice - Horgos - Border Railway with Hungary. Made by CeS COWI d.o.o.
- c) The conceptual design of the reconstruction of the Subotica - Chikeria - Bacalmash - Baja railway is underway by CeSTRA. The conceptual design deadline is June 2020. The length of the Szeged - Reske - Horgos - Subotica - Chikeria - Bacalmas - Baja railway is about 100 km, of which the length of the railway in the Republic of Serbia is about 37 km:
 - section Horgoš - Subotica about 27 km,
 - section Subotica - Čikerija about 10 km.



The reconstruction of the railway line is envisaged so that the category of the D4 railway line, single-tracked, electrified, is designed within the existing lane. The design elements of the open track lower machine, stations and service posts are at a speed of 160 km / h, and the design elements of the upper track machine are at a speed of 120 km / h. The project also included the reconstruction of 13 road crossings (with rationalization), the electrification of the railroad, the installation of modern SS and TT devices – level ETSC 1, hydraulic structures. The estimated value of this project is EUR 60 million.

RECONSTRUCTION AND MODERNIZATION OF 180 LEVEL CROSSINGS

In order to increase road and railway traffic safety, an automation of about 180 priority level crossings is planned.

„Serbian Railway Infrastructure“ JSC is also negotiating additional sources of financing for the provision of more level crossings throughout Serbia with modern signaling and safety equipment. The estimated value of this project is EUR 30 million.

SIGNALING AND ELECTRIFICATION OF THE PANCEVO MAIN- ORLOVAT-ZRENJANIN RAILWAY LINE

The modernization of the railway line will include the following:

- Construction of contact network and power plants
- Modernization of telecommunications
- Modernization of signalling and security facilities, which includes the installation of electronic switchboards in stations

The estimated value of this project is EUR 70 million (length 72,7 km).

SIGNALING AND ELECTRIFICATION OF THE NOVI SAD – ORLOVAT RAILWAY LINE

The modernization of the railway will include the following:

- Construction of contact network and power plants
- Modernization of telecommunications
- Modernization of signalling and security facilities, which includes the installation of electronic switchboards in stations.

The estimated value of this project is EUR 70 million (length 73,6 km).

SIGNALING AND ELECTRIFICATION OF THE RUMA – BRASINA RAILWAY LINE

The modernization of the railway will include the following:

- Construction of contact network and power plants
- Modernization of telecommunications
- Modernization of signalling and security facilities, which includes the installation of electronic switchboards in stations.

The estimated value of this project is EUR 100 million (length 108 km).

CONSTRUCTION COMPLETION OF THE RAILWAY LINE VALJEVO-LOZNICA-BOSNIA AND HERCEGOVINA BORDER (110 KM)



Objectives:

- new main arterial route Valjevo-Loznica-Bosian & Hercegovina border
- railway connection of Western Serbia and Bosnia & Hercegovina with the port Bar, in other words connection of existing railway lines in central and southern Serbia with the Middle East
- implementation of the shortest cross section between the lines Belgrade-Bar and Ruma-Šabac-Zvornik
- adjustment to dynamic changes in the environment and to user requirements
- modern main arterial route which connects Belgrade and Sarajevo.

Current status description:

- the path of a new single-track line, total length 110km, consists of two parts:

a) new line from the station Valjevo on the line Belgrade-Bar to the station Lipički Šor on the railway line Ruma-Šabac-Zvornik, not far from Loznica, length 68km

b) part of the existing line Ruma-Šabac-Zvornik from the station Lipički Šor to the Bosnia & Hercegovina border, length 42 km

- existing capacities of the station Valjevo are unsatisfactory because they are dimensioned only for the traffic and transport requirements on the line Belgrade-Bar, so that the station Valjevo cannot carry out the future function of a junction station for the directions towards Loznica, Tuzla and Sarajevo so it is necessary to reconstruct the station Valjevo.

- on the new line between Valjevo and Lipički Šor (length 1980 m), the plan is to construct 6 stations, out of the planned 20 tunnels one is completed and out of 69 bridges, 3 are completed (total length 367 m)

Project description:

- construction of line and station tracks on the new line, length 68km
- construction of the remaining facilities on the new line from Valjevo to Lipičkog Šora (18 tunnels, 44 bridges and overpasses)
- reconstruct and expand the existing capacities in the station Valjevo
- reconstruction and modernization of the line Lipički Šor-Loznica-Brasina-Bosnia and Hercegovina border, which with the line Valjevo-Loznica make technical and technological entirety
- electrification with the system 25kV, 50Hz the new line and part of the line for overhaul, total length 110km
- modernization of the track and station security system and modernization of the telecommunication system
- equip the new line Valjevo-Loznica with modern signalling-security and telecommunication systems with the traffic control centre in Loznica.

The estimated value of this project is EUR 220 million.

RECONSTRUCTION OF BOGOJEVO STATION WITH CONSTRUCTION OF THE BOGOJEVO BYPASS (1.2 KM)

The planned works on the main railway line: Subotica - Bogojevo - state border - (Erdut), would include two phases, namely works on reconstruction of the track infrastructure at the border station Bogojevo, i.e. side station tracks. The rehabilitation of the technical condition of the aforementioned tracks consisted of the replacement of the existing track grid with the work on the mechanical removal of the existing ballast prism and the mechanical regulation of the newly formed track and existing switches in the direction and level. Apart from the fact that the construction works mentioned above enabled the aforementioned station tracks to be capable of category D4, permitted axle masses of 225 KN with the permissible mass per meter 80 KN / m and increase of the maximum speed, the organization of traffic enabled with higher axle load, the

crossing and disposition of trains at Bogojevo station is facilitated. The second phase of the work would include the construction of a new triangle that would enable trains to continue without a stop at the Bogojevo station and subsequent maneuvering rides, to continue the on-going ride from Odžak and Karavuk towards Sonta, Sombor and Sobotica, as well as the opposite, that is, the Subotica - Bogojevo mail line - state border - (Erdut) and Novi Sad - Odzaci - Bogojevo without being detained at Bogojevo station. Technical documentation is required for this phase of works.

The estimated value of this project is EUR 2.3 million.

CONSTRUCTION OF THE STATION BUILDING OF THE NEW BELGRADE RAILWAY STATION

The New Belgrade Railway Station, as one of the stations within the Belgrade railway junction, must be adequately treated in the bus and train station system integrated at the location of Block 42 in New Belgrade.

The New Belgrade Railway Station is planned to have a capacity of 2,500 passengers in peak hours, or about 16,000 passengers per day. Functional units for basic passenger services are planned for this volume of passenger transportation within the station building: vestibule, ticket office, waiting room, changing rooms and related facilities.

The City of Belgrade financed the development of the urban-architectural Conceptual design of the New Belgrade bus and train station and business and commercial complex in Block 42 in New Belgrade. The aim of developing the Conceptual design for the new traffic terminal in the central zone of Novi Beograd was to create the conditions for the relocation of the existing bus station and the construction of a new one, and the arrangement and construction of the station building in the New Belgrade railway station. The planning solution is designed to unify the common contents of the passenger building of the bus and train station and the station apron for all terminal users, as well as each function can be realized and function independently.

Based on the chosen urban-architectural solution, the preparation of technical documentation for construction of the station building in the New Belgrade station will be started. As the technical documentation for the construction of the building has not been made, the estimated value of this investment is estimated at EUR 50 million.



OVERHAUL OF THE SONTA-APATIN FACTORY LINE AND CONSTRUCTION OF PART OF THE APATIN FACTORY LINE - PORT OF APATIN (13 KM)

The 11.7-kilometer-long Sonta-Apatin local railway line was built in 1912 and was put out of service (with railway land and all structures on the route) in 1976. The railroad was capable of a maximum axle load of 16 tones/axle, respectively for A category. It is made of non-standard track gauge with locked ballast and in the previous time period, i.e. since the decommissioning, some parts of the railway line have been dismantled. Investment works "Serbian Railway Infrastructure" JSC would enable the establishment of traffic and lifting of axle load on this line of 22.5 tons/axles. Rehabilitation of this line would take place in two stages, that is, the construction of the Apatina Factory - Port Apatin (future robot transport center) railway and the reconstruction of the Sonta - Apatin railway line. Part of the railway Apatin Factory - Port Apatin must undergo the procedure for complete construction, starting from the regulation of property relations or expropriation of land onwards. There is also a Prefeasibility study of the railway revitalization: Sombor - Apatin - Sonata and the construction of a logistics center in Apatin with port and dock, which justified the revitalization of railway line primarily by freight traffic.

The estimated value of this project is EUR 7 million.

REHABILITATION WORKS ON THE HAN TUNNEL ON THE BELGRADE-NIS-PRESEVO RAILWAY LINE AND LANDSLIDE REHABILITATION

Works on landslide remediation of Han tunnel on railwayline Belgrade – Niš – Preševo and landsline remedaiaition in railway zone.

For the rehabilitation of the Han tunnel in km 328 + 292 to km 328 + 641 (402 m long) and landslides in the railway zone, technical documentation and landslide rehabilitation works, as well as works on the rehabilitation of the Han tunnel, is neccesery.

"Serbian Railway Infrastructure" JSC has carried out works on the rehabilitation of tunnels, within which belts and soles have been installed to ensure safe rail traffic.

The estimated value of this project is EUR 2 million.

The value of the works has been estimated on the basis of the Technical Report, with preliminary calculations, which includes the proposed remediation measures and the proposal for the preparation of technical documentation.

LANDSLIDE REMEDIATION AT BADNJEVAC STATION

During construction on the part of the railway line Lapovo - Kragujevac, section Batočina - Kragujevac, at the station Badnjevac, on the part of the third station track, there was a greater leakage of water from the trunk hull leg at two locations in km 12 + 100 and km 12 + 030.

Deformations were also observed on the part of the embankment from km 11 + 700 to km 12 + 200 on the third passage and visible separation of the embankment between the second and third tracks with the second track bearing. Due to these events, the third track was deformed, that is, the geometry of the third passing track was visibly deformed both in the direction and by the level, and the second track was visibly deformed by the level.

In view of the aforementioned facts, the safety of the running of trains on the second and third tracks is jeopardized. For these reasons, it is proposed to suspend railway traffic through the second and third tracks, and in order to operate the railway towards Kragujevac and Kraljevo, it is necessary to form a grating along the first station track (which was partially dismantled).

In order to safely conduct railway traffic at the station Badnjevac, it is necessary to carry out landslide remediation.

The estimated value of this project is EUR 3 million.

CONSTRUCTION OF COMMODITY TRANSPORT CENTER IN MAKIŠ

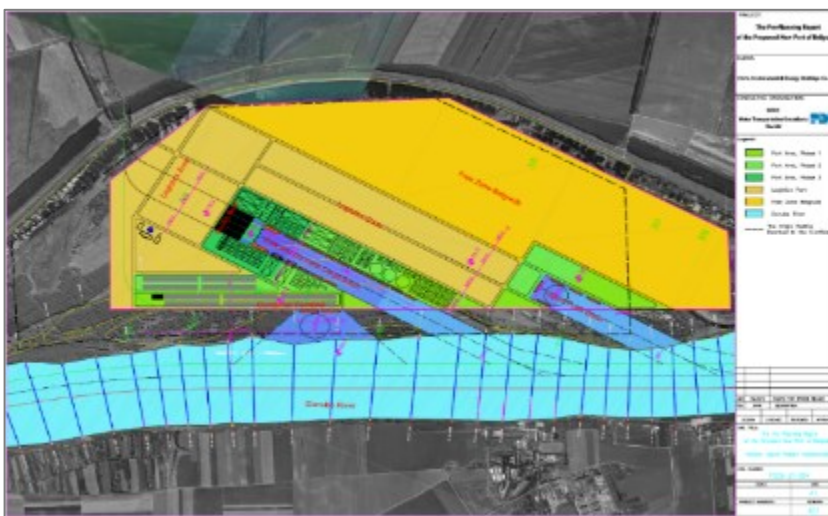
According to the City Urban Plan of the Municipality of Belgrade the location of the center is planned between the Belgrade Marshalling Yard and Belgrad- Obrenovac Road. Among all necessary facilities of the complex, 23,4 km of track are to be constructed. At the end of 2016 General Project and Pre - Feasibility Study for freight-transportation center in Belgrade were designed. Since no proper basis is in existence, to continue making further technical documentation it is necessary to prepare the Detailed Regulation Plan which would include a complex of Belgrade Marshalling Yard and the planned complex Fright Transport Center Makiš.

The estimated value of this project is EUR 30 million.

INNER WATERWAYS

CONSTRUCTION OF THE NEW PORT IN BELGRADE

Project aim is to construct a new Port of Belgrade in the vicinity of Pupin Bridge, to provide traffic connection between the future port area and the most important traffic roads (E-70, E-75, regional road Belgrade - Vrsac and Belgrade - Zrenjanin), as well as with the railway Belgrade - Kelebija. By realizing this Project, the objective defined by the Regulation 1315/2013



on the Community guidelines for the development of Trans European Transport Network will be realized. The Port of Belgrade has been defined therein as a part of the core network of river ports that should contribute to the traffic connectives in the entire region. The Project of Railway Corridor X Rehabilitation in Serbia with its Xb and Xc routes, as well as the construction of the railway connection between the New Port of Belgrade and the Belgrade - Pancevo railway line, will provide connection of the Port of Belgrade to some of the most important TEN-T corridors, such as the Orient/East-Med Corridor, the Mediterranean Corridor and the Baltic-Adriatic Corridor.

Implemented and planned activities:

Drawing up of the Special Purpose Area Spatial Plan of the new Port of Belgrade as well as the Strategic Environmental Impact Assessment of the Special Purpose Area Spatial Plan of the new Port of Belgrade with the Free Trade Zone is under preparation.

Preparation of the Pre-Feasibility Study with Conceptual Design has been approved for financing through the WBIF TA Grant and their adoption is expected in March 2020.

The Feasibility Study with Preliminary Design is expected to be adopted in March 2021.

The public procurement procedures for selection of the works contractor and supervision are expected to be launched in September 2021

The construction works are expected to commence during 2022.

Estimated value of the project: 180 million EUR of which about 90 million EUR are estimated costs for construction of the access and port infrastructures whose construction is the obligations of the Republic of Serbia.

Financing sources: For the execution of infrastructure works MoCTI will apply for a loan from international financial institutions.

Project realization deadline: 2024.

Investor: Ministry of Construction, Transport and Infrastructure.

EXPANSION OF CAPACITIES OF THE PORT OF SREMSKA MITROVICA



The goal of the project is to enable greater utilization of the Port of Sremska Mitrovica by the companies operating in the hinterland of this port (Srem and Macva administrative districts) through the construction of the Terminal for the transshipment of agricultural products, the Oil terminal, as well as the expansion of the operational quay in order to enable the container to be transhipped on/from vessels from the existing container terminal.

Bulk cargo is currently being transhipped in the port, mainly gravel and sand, as well as containers, but only in combination of rail and road transport.

The estimated value of works on the construction of the port infrastructure is estimated at EUR 27 million, while the total value of the project is estimated at EUR 50 million.

The MoCTI shall initiate preparation of the technical documentation in 2020, while the works can be expected in 2022.

The estimated value of the works on the construction of the port infrastructure is estimated at EUR 25 million, while the total value of the project is estimated at EUR 45 million.

Financing sources: For the execution of infrastructure works MoCTI will apply for a loan from international financial institutions.

Project realization deadline: 2025.

Investor: Ministry of Construction, Transport and Infrastructure.

EXPANSION OF CAPACITIES OF THE PORT OF BOGOJEVO



The project goal is to construct new silos for grain and oilseeds, as well as the additional warehouse facilities and associated port infrastructure (2.5 km long industrial railway line to connect the Port to the national railway network), as well as another vertical quay, including smaller container terminal. These works will enable greater utilization of the favorable geo-traffic position of the port of Bogojevo in relation to the regions of Backa and eastern Croatia. The Port of Bogojevo is predominantly related to the transshipment of agricultural products, namely cereals and artificial fertilizers, and over the past five years the traffic of goods transhipped within the Port of Bogojevo has been between 200,000 tonnes and 300,000 tonnes of various goods annually. By building additional capacity, as well as providing the additional types of port services within this Port, the expected level of increase in transshipment volume is estimated at over 600,000 tonnes, which will fulfill the conditions for inclusion in the TEN-T network of the inland ports.

The MoCTI shall initiate preparation of the technical documentation in 2020, while the works can be expected in 2022.

The estimated value of the works on the construction of the port infrastructure is estimated at EUR 18 million, while the total value of the project is estimated at EUR 40 million.

Financing sources: For the execution of infrastructure works MoCTI will apply for a loan from international financial institutions.

Project realization deadline: 2025.

Investor: Ministry of Construction, Transport and Infrastructure.

EXPANSION OF CAPACITIES OF THE PORT OF PRAHOVO



Project aim is to expand port warehouse facilities in order to enable the economic entities located in the wider port hinterland bigger usage of the port facilities.

Project rationale: In the hinterland of the Port of Prahovo several industries connected with mass production of mainly copper and fertilizers are located. In addition, this Port is the shortest inland waterway connection for the import of the raw materials and export of the final products to or from the Russia Federation, Belarus, Azerbaijan etc. of the companies located at the Free Trade Zone in Pirot. The expansion of Port of Prahovo includes construction of additional warehouses capacities as well as extension of the operational quay and acquisition of additional portal cranes.

The estimated value of the works is estimated at EUR 9,8 million.

Financing sources: For the execution of infrastructure works MoCTI will apply for a loan from IFI's.

Project realization deadline: 2024.

Investor: Ministry of Construction, Transport and Infrastructure.

UPGRADE OF THE IRON GATE 2 NAVIGATION LOCK



Project aim is to increase the efficiency, reliability and the competitiveness of the Danube waterway, as the part of the Trans-European Transport Network (TEN-T). The project of reconstruction and upgrade of the Djerdap II navigational lock would consist of major works on civil structures and on hydromechanical, electrohydraulic and electromechanical equipment. By implementing such integrated activities, the overall technical life of the Djerdap II navigational lock and its functional performances would be upgraded and assured for the following period of 20 years, contributing to the provision of the good navigation status.

Project Rationale: The Djerdap II navigational lock is located on the rkm 863 of the joint Serbian-Romanian stretch of the Danube River, being part of the Rhine-Danube Corridor. The Djerdap II navigational lock was erected in 1994 and its' infrastructure components overreached their technical and economic life expectancy. The current lock operations are characterized by unreliability of the infrastructure components, jeopardized safety of navigation and increasing maintenance costs (which is common for technical resources that overreached their life expectancy). As the consequence, frequency of occurrence of closures of operations is increased and average waiting time for vessels is longer, resulting in unpredictable traffic conditions and planning horizon for the industry. Longer closures of operation of the Djerdap II navigational lock on the Serbian side of the river, as the result of inability to perform planned reconstruction and upgrade, would create additional pressure on the lock on the Romanian side of the river, resulting in further increase of waiting time for vessels and its negative effects to economic parameters of shipping operations. In case of simultaneous failure and closure of locks on both sides of the river, the negative impact would be drastically multiplied.

Estimated Project cost: EUR 29 million

Funding source: the MoCTI shall apply for investment grant from the Connecting Europe Facility (CEF) funds, while the rest of the amount is provided from the Finance Contract for the Serbian inland waterway infrastructure with EIB.

Implementation deadline: March 2023

IMPROVEMENT OF LOCK OPERATIONS AT THE RIVER TISZA



The project goal is to increase the capacity of lock operations of vessels navigation on the river Tisza, by allowing more than one vessel to be transferred simultaneously within the existing Dam in a vicinity of the Novi Bečej.

The dimensions of the existing lock allow for the translation of only one vessel with a maximum length of 85 meters and a width of 12 meters at a time, causing huge waste of time and money for shipping companies. Namely, for the translation operation of one convoy consisting of pusher with two barges, it takes at least 5 to 6 hours which represents a significant waste of time. Also, such a restriction causes significant financial losses for shippers, since the lock operation itself involves the continuous engagement of a pusher who is manipulating the assembly of barges.

All of the above significantly influences that shipping agents and freight forwarders do not significantly include Tisza in the plans for the transport of large quantities of goods.

The reconstruction of the existing lock to extend it to 190 meters in length and 24 meters in width, or the construction of a new lock of the given dimensions on the other side of the dam, would allow simultaneous translation of one convoy common to the VIa waterway category, and thus greater use of the Tisa for transportation large quantities of goods between Serbia and Hungary. It will also enable greater utilization of the Port of Senta, as well as open the possibility of constructing another port in the Serbian part of Potisje, in order to better utilize the existing export capacities of companies operating in the Banat parts gravitating towards the Tisa.

The MoCTI applied for TA grant from Hungarian side for preparation of the technical documentation which is expected to be adopted by the end of 2021.

The estimated value of the works is estimated at EUR 22 million.

Financing sources: For the execution of infrastructure works MoCTI will apply for a loan from Hungarian Exim bank.

Project realization deadline: 2024.

Investor: Ministry of Construction, Transport and Infrastructure.

IMPLEMENTATION OF A SYSTEM OF HYDRO-METEOROLOGICAL STATIONS AND SUPERVISION SYSTEM OF BRIDGE CLEARANCE



Project goal is to enable introduction of a network of hydro-meteorological stations that will provide information on wind speed and wind direction, air temperature, wave height, visibility and precipitations during a certain period.

Project Rationale: The existing network of water measuring stations managed by the Republic Hydrometeorological Service of Serbia, comprises of only 9 stations along 588 km of the river Danube, with parameters that are now read once a day in these existing stations and providing only information on water level and water temperature. Modern hydro-meteorological stations will provide information on wind speed and wind direction, air temperature, wave height, visibility and precipitations during a certain period, as well as measuring of the water flow in specified points, which is of key importance for providing updated forecast of the water level and for hydrological modelling.

Estimated project cost: EUR 5,5 million

Financing source: 50% of the value of works on the construction of port infrastructure has been provided from the Finance Contract for the Serbian inland waterway infrastructure with EIB while the remaining funds shall be provided within the budget of the Republic of Serbia.

Implementaion of this Project shall include signing a Supervision contract, and additional supply of equipment and integration system contract.

ESTABLISHING OF VTS AND VHF RADIO-TELEPHONE SYSTEM WITHIN INLAND WATERWAYS OF THE REPUBLIC OF SERBIA



Project aim is to improve the navigation conditions on the Danube by improving operations related to traffic management on inland waterways and by improving the performance of administrative procedures related to border crossing and to ensure efficient and real-time communication, monitoring and management of traffic, including provision of the relevant navigation related information to the users of the fairway and other interested parties. The project will include procurement and installation of the equipment required for surveillance of transport, and communication with the vessels from the control center, where the operators will perform control and manage the transport 24 hours a day. The relevant equipment will be installed in the control center, as well as along inland waterways in the Republic of Serbia.

Estimated value: EUR 5 million.

Funding sources: The preparation of Technical documentation will be funded by the EIB grant for the project implementation, the funds will be provided from the EIB Framework Loan for the Development of River Transport Infrastructure and Grant.

Implemented and planned activities:

- The preparation of the Feasibility Study with the Preliminary Design and Tender Documents is planned for 2020.
- Public procurement for the delivery of equipment and system integration and supervision services will be carried out in 2021.

Project realization deadline: 2022.

AIR TRAFFIC

FUNCTIONALITY IMPROVEMENTS OF TOPSKY-ATC SYSTEM, STEP 2

Project for upgrade of TopSky-ATC system in step 2 will enable the improvement of TopSky-ATC system to the level that meets operational requirements and provides SESAR functionalities required by regulations of the European Commission.

The software includes upgrades to Data link, FDPS and Safety Nets functionality, trajectory predictions as well adding AMAN functionality. By this, the upgrade will enable more reliable and more efficient air traffic control tactical planning, automation of air traffic controllers work leading to workload reduction, consequently increasing the safety level and capacity.

Improving TopSky-ATC system falls into the category of improvements of a high complexity.

IMPLEMENTATION OF IP VCS SYSTEM

IP VCS system is logical consequence of implementation of SMATSA IP network.

ESSIP (Eurocontrol Single Sky Implementation Plan) envisages that the overall voice communications between adjacent ATCCs should be carried out by using the IP protocol (VoIP - Voice over Internet Protocol), and that the portion of ground-to-air communication from the ATCOs working position to ground-based radio devices should also be carried out by using VoIP. Replacement of the existing telecommunications network with a new IP communications network, as well as the adjustment of other systems to IP protocol usage is a part of SMATSA strategic Plan.

IP VCS systems implementation Project refers to procurement and implementation of systems for:

- Beograd ATCC;
- Niš ATC tower with Beograd Contingency-ATCC planned in Niš.

CONSTRUCTION OF AKL NIŠ WITH C-ATCC BELGRADE

Current capacity, technical technological equipment and location ADC Niš do not correspond to planned requirements of air traffic control at this location. Considering the potentials of site Niš in air traffic development, referring to its geographical position, as well as planned infrastructure availability, it is planned that, apart from construction of a new ATC tower, new technical and technological conditions are provided.

At the same time Niš site presents convenient solution for establishing Contingency centre for ATCC Beograd (C-ATCC Beograd), for ensuring continuity of services provision in case of ATCC Beograd has terminated the provision of air traffic services due to unpredictable circumstances (force majeure).

Project for construction of Niš ATC tower with C-ATCC Beograd (Contingency Air Traffic Control Centre) includes:

- Resolving of property rights at Niš airport;
- Preparation of technical documentation for construction of Niš ATC tower with Beograd C-ATCC;
- Construction of Niš ATC tower with Beograd C-ATCC;
- Designing of infrastructure to support the new system at Niš ATC tower with Beograd C-ATCC;
- Building of the infrastructure needed for systems within the new Niš ATC tower with Beograd C-ATCC.

ASMGCS SYSTEM WITH CORRESPONDING MLAT SENSORS AND SMR RADAR SYSTEMS FOR TWR BELGRADE

Project for procurement and implementation of systems for the new Belgrade ATC tower includes various ATM/CNS systems, that are essential for the provision of air traffic services in modern airport air traffic control unit, which will enable efficient management of traffic and maintain the level of safety in the area of jurisdiction of Belgrade ATC tower, on the runway and maneuvering areas and platforms, regardless of weather conditions (especially during the operational hours when the LVP are in place and where there is no optical visibility) from the new Beograd ATC tower position. In addition, requirements, regulation EC 716/2014 and deadlines defined in the ATM Master Plan and SESAR DP 2015 (Deployment program) document require the implementation of operational segments in ATC tower systems for 1 January 2021.

AIRPORT MORAVA KRALJEVO

In order to further develop the mixed military-civil, Morava airport for civil air traffic, an initiative has been launched for preparation a new planning document, (Plan of Special Purpose Area)

The new planning document will plan the location and conditions for the construction of a new runway code 4F. Planning documentation should be the basis for determining the general interest and making a decision on expropriation of the missing land as well as its procurement.

The runway with STRIP, RESA, all necessary facilities (*turn pad, taxiways, lights and markings horizontal and vertical, drainage sys ...*) and perimeter fence will be planned parallel to the existing one in such a way that the take-off and landing operations do not interfere with the take-off and landing operations on the existing runway. Together with the Special Purpose Area Plan, a Preliminary Feasibility Study and a General Project should be prepared, followed after by appropriate project technical documentation.

The implementation of the project would allow the operations of the largest code letter aircraft, which is especially important for cargo air traffic, for the operation of civil air traffic without affecting military flight, greater reliability and flexibility of the basic resource.

It is necessary to urgently accomplish a new planning document, which is the basis for the implementation of the entire project of construction and commissioning of the new runway with accompanying facilities. Urgent drafting of a new planning document is necessary in order to complete the entire project within the deadline defined by the Government.

Extending the platform, designing and executing the technical part

Construction is foreseen in the Detailed Urban Plan.

It requires land expropriation, project development, apron expanding and building technical and storage facilities.

The existing apron area needs to be expanded to accommodate more aircraft at the same time, in line with the anticipated increase in airport capacity and the construction of a new runway with associated facilities.

It is necessary to build a technical facility with a garage for accommodation and maintenance of airport vehicles and equipment, with storage of spare parts and consumable goods and working space for airport services. It is also necessary to build a suitable facility for firefighters, fire trucks, equipment and fire extinguishers.

Also, a bonded warehouse is planned, with the necessary equipment for inspection, handling and storage of goods.

CONSTANTINE THE GREAT AIRPORT NIS

Approach lighting system CAT I at Constantine the Great Airport

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, and also boosts the economic growth and improves the social and economic situation in the city of Nis, first of all, and then in the entire region as well.

On the other hand, the introduction of new routes, will increase the airport revenues and the economic growth of the people dealing with the supporting activities and will affect the related results to be achieved by this project.

The project will ensure unification of technological solution for the supply of power to the marking and lighting system entirely from one place in the civilian part, and for the remote monitoring via the control station of the integrated monitoring and management system of the lighting units, radio navigation equipment and power supply. Also this project envisages addition of new precision approach lights CAT 1. Expansion of the existing and creation of new cable ducts for the power and telecommunication cables are foreseen by this project as well. Also, a new cable duct system will be installed at CAT 1 approach and at the part of the runway which is not fitted with sufficient quantity of the same.

All solutions defined by the main design are consistent with the technological and the power supply requirements as well as the appropriate constant current regulators and the intended application of the integrated system.

CAT I is intended for navigation procedures for precise instrumental landing and it enables lateral and vertical instrumental guidance. The obstacle limitation surfaces are thus less restrictive than the surfaces applicable in case of imprecise landing such as VOR/DME or NDB/DME.

Integration of the ALS requires wider consideration of the terrain configuration. It is necessary to find a solution which will enable the establishment of landing at the airport which minimally deviates from the ICAO criteria for navigation procedures preparation, while maintaining an acceptable level of operational safety.

Transformer stand reconstruction at Constantine the Great Airport

In order to obtain the conditions for smooth operation of Constantine the Great Airport and a stable electricity supply, it is necessary to reconstruct 10 / 0.4 kV substation "Airport 1" from the existing 250kW to 630 kW.

It is necessary to carry out the adaptation project of the transformer stand for two-sided power supply and it is necessary to build cables in the length of 3.5 km in order to achieve power supply from two sides.

The additional infrastructure will be constructed on the existing infrastructure and that will directly increase the power of the existing transformer stand and provide the increase of the air travel security level.

Ground support equipment (GSE) at Constantine the Great Airport

The supply of new ground support equipment (GSE) for ground handling will ensure the safe and reliable air traffic operations at Constantine the Great Airport. The part of the existing airport equipment is old and partly unreliable, with inadequate capacity to provide all necessary services to the existing air traffic. Moreover, since some airlines announced the increasing number of routes from the airport, the existing ground handling equipment will be insufficient to provide safety services to the announced air traffic. The necessary equipment that has to be obtained, with a justification above, is:

Air Starter (ASU) for servicing narrow-body and wide-body aircraft (A300/310/330, IL76) - 1 piece. The existing ASU (from 1978) is unreliable with low capacity.

- Passenger stairs – 2 pieces
- Luggage loading / unloading elevator - 1 piece
- Ground Power Unit (GPU) AC / DC 1 x 90 kW - 1 piece
- Container & Pallet Loader, Unit Load Devices (ULD) – 1 piece
- Water Service Unit (WSU) - 1 piece
- At the Constantine the Great Airport currently is available only one towable Water Service Unit (old manufacturing date / fully depreciated).
- Toilet service unit (TSU) - 1 piece
- At the Constantine the Great airport currently is available only one towable Toilet Service Unit (old manufacturing date / fully depreciated).

Compact runway sweeper

In order to meet the requirements of airlines and passengers and to guarantee the safety at any times, it is necessary to procure compact runway sweeper with snow plow, brushes and a high-powered air stream. Currently, at the Nis Constantine the Great Airport are available four very old, extremely unreliable and fully depreciated sweepers (production date: from 1968 to 1978). In

addition to that, these sweepers are too slow and make runway cleaning difficult on days when the snow constantly falling.

Runway rehabilitation and reconstruction at Constantine the Great Airport

The 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 South Serbia region, offers the possibility of increasing the number of passengers on existing routes, as well as the possibility of introducing new routes.

This in turn results in the accumulation of capital at the local level, and also boosts the economic growth and improves the social and economic situation in the city of Nis, first of all, and then in the entire region as well.

Implementation of this project will create the conditions for increasing the air traffic. The airport's distinctive features and its major impact on the development of the surrounding region, is creating the need for new employees per one position at the airport (according to the European experience and research).

The project of runway rehabilitation involves partial repair of sections of the existing 2500x45m runway containing cracks and growing deformations as a result of years of exploitation. The period of project is 5 years.

The project includes all preparatory works and precisely details the methods for the runway repair, as follows:

- Geodetic survey of joints and damages of the runway pavement surface,
- Geotechnical investigations for the analysis of the existing pavement structure,
- Core drilling of asphalt layers,
- Laboratory testing of the existing asphalt layers,
- Milling and paving 35% of the runway surfaces in central 30m along the entire runway.
- Milling and paving 25% of the bearing layer after milling the wear layer.

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The project of runway rehabilitation involves partial repair of sections of the existing 2500x45m runway containing cracks and growing deformations as a result of years of exploitation. The period

of project is 10 years.

The project includes all preparatory works and precisely details the methods for the runway repair, as follows:

- Geodetic survey of joints and damages of the runway pavement surface,
- Geotechnical investigations for the analysis of the existing pavement structure,
- Core drilling of asphalt layers,
- Laboratory testing of the existing asphalt layers,
- Milling and paving 100% of the runway surfaces,
- Milling and paving 35% of the bearing layer in central 30m along the entire runway after milling of the wear layer.

Adaptation and extension of the existing airport terminal at Constantine the Great Airport

The reconstruction and extension of the airport terminal building leads to the increase of quality and safety of air traffic. The introduction of new routes, as a result of improving the infrastructure and providing modern work and business standards, will attract a greater number of tourists to this region. Use of modern technologies reduces the cost price of certain services and products, thereby increasing the airport revenues and the economic growth of the people dealing with the supporting activities and affecting also the related results to be achieved by this project.

The dimensions of the existing terminal building are 47x30m. The size of planned object will be 5.000m².

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 passenger, 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 of 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 passenger transit, stay and use of the airport services would be in compliance 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 passengers, both at the departure and the arrival gate. All works will be done in compliance with the new laws and regulations thus raising the safety to the highest possible level. New design solutions will also lead to the increase of revenues of the supporting activities. The project do not include airbriges.

The outhouse construction and perimeter construction (the fence and the road along the fence) at Constantine The Great Airport

The specific purpose and importance of the airport complex demands the strict control of the passengers, luggage, goods, employees and visitors movement through a restricted area. The safety

measure defined in the project is a prerequisite for the permanent high safety level of the airport complex. The aim of the project is to define all the necessary parameters for 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 airport complex.

The activities that need to be performed during the airport complex construction works are clearing of the site off 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 use of construction mechanisation. The road on the inside of the fencing can be paved with ground stone.

In order to contribute to the prevention of criminal activities, sabotages or diversions, and to ensure the highest possible security level at Constantine The Great Airport, in accordance with the high standards and trends in this field implemented at other international airports, any inadequate elements of the security system need to be eliminated, and the requirements for a reliable system at Constantine the Great Nis Airport reviewed. The size of the fence is 1.2km and the road along the fence is 3.1km.

RESIDENTIAL AND COMMUNAL PROJECTS

SOLID WASTE MANAGEMENT AND LANDFILLS CONSTRUCTION FOR TWO PRE-DEFINED WASTE REGIONS IN SERBIA, PCINJSKI AND RESAVSKI REGION

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

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 27,000,000 - designs and constructions/ implementation
- Project start date: 2019
- Project end date: 2022
- Funding: Combination of loan and grant

Project description:

Two municipalities of Krusevac and Vranje 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.

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.

WASTE WATER COLLECTION AND TREATMENT PLANTS – CENTRAL SERBIA

Improvements in waste water sector strategy and significant investments in a modern integrated WWM system become even more important with regards to Serbia's aspiration to fulfil EU standards in the framework of EU accession negotiations

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 80,000,000 – designs and constructions.
- Project start date: 2019
- Project end date: 2022
- Funding: Combination of loan and grant

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, increased cost collection efficiency, institutional model for the future organization and operation.

WATER SUPPLY AND WASTE WATER FOR BETWEEN FIFTEEN AND TWENTY (15-20) TOWNS

Improvements in the water and waste water sector strategy and significant investments in a modern integrated systems become even more important with regards to Serbia's aspiration to fulfil EU standards in the framework of EU accession negotiations.

Identification of engineering and economical projects ongoing. The next step is the preparation of Feasibility studies (FIS).

Investment value: EUR 1,000,000 – feasibility studies, EUR 35,000,000 – designs and constructions

Project start date: 2020

Project end date: 2023

Funding: Combination of loan and grant.

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.

REGIONAL TRANSPORT AND TRADE FACILITATION PROJECT

This is a regional Trade and Transport Facilitation project covering three countries totaling \$ 90 million in World Bank loans:

- Serbia (\$ 40m),
- Macedonia (\$ 30m) and
- Albania (\$ 20m)

Beneficiaries of the project in Serbia are the Customs Administration of RS, Infrastructure of the Serbian Railways, PE "Roads of Serbia" and Corridors of Serbia) and it is planned that the loan will be operational in the second half of 2019.

A \$ 40m loan from World Bank for Serbia would cover the following components:

- Component 1 - Cross-border traffic facilitation (National Single Window) - RS Customs Administration - \$ 10 million;

- Component 2 - Development of ITS (Intelligence Transport System) on Corridor 10, railroad crossings on railway infrastructure network, railway management - \$ 23 million in total;
- Component 3 - Improving access to CEFTA market - \$ 3 million;
- Component 4 - PIU (Project Implementation Unit) - \$ 1m;
- Other expenses - \$ 4 million.

The World Bank Board approved the loan in April, it was signed in early May 2019 and ratified in the RS National Assembly on 21.5.2019.

Also, it was agreed with the World Bank representatives that the PIU unit will be at MCTI as the focus of all project activities will be within MCTI and that tendering, contracting of services and works and financing will be with the Ministry of Finance.

LAND ADMINISTRATION PROJECT IN SERBIA

The Republic of Serbia and the International Bank for Reconstruction and Development have concluded negotiations on a Loan Agreement for the Project "Improvement of Land Administration in Serbia", which were signed on April 17, 2015 and ratified by the National Assembly of the Republic of Serbia on June 24, 2015.

The Republic Geodetic Authority of Serbia ("RGZ") implements the Law on State Survey and Cadastre and implements the Project, while the Project Council and the Project Steering Committee supervise the implementation. The objective of the Project is to improve the efficiency, transparency, availability and reliability of the Borrower's property management system.

- The total value of the project is \$ 36,200,000.00
- The project deadline is 31.12.2020. years.

The project has four components:

- Component A: Valuation and Real Estate Taxation (EUR 6,6 million)
- Component B: eGovernment to provide access to real estate information (EUR 16.4 million)
- Component C: Institutional Development of the RGZ (EUR 10.4 million)
- Component D: Project Management and Support Activities (EUR 2.5 million)

The World Bank reviews the project implementation every 6 months and has never expressed a negative opinion about the project implementation in past missions. The project will be completed within the timeframe and within the framework defined by the contract and supporting documentation with the achieved goals.

The monitoring of the work of the Project Management Unit is carried out by an independent audit

firm. Their positive report for the last financial year was submitted to the World Bank, which accepted the letter in its letter in the beginning of August.

The Mission Completion Record of November 2017 (Aide Memoire) states that the project is being implemented successfully, but that some components have been identified as lacking resources that could affect the further success of the project implementation.

The project would consist of four components, with an extension of two years and additional funding of € 21 million to cover the following activities:

- Component A: Estimated value and taxation of real estate - additional financing: EUR 4,800,000
- Component B: eGovernment to provide access to real estate information - additional funding: EUR 13,000,000
- Component C: Institutional Development of RGZ - additional funding: EUR 1,500,000
- Component D: Project Management and Support Activities - Additional Financing: EUR 1,700,000

Conclusion: The additional financing would enable complete digitalization in the field of land administration, harmonization of standards with EU standards, improvement of the real estate market and improvement of data quality in the broadest sense. The implementation of the project is extended for 3 years, ie the completion of new jobs is 31.12.2023. years.

ENERGY EFFICIENCY IN BUILDING

According to statistics published on the website of the Statistical Office of the Republic of Serbia in the framework of the publication dealing with the annual data on municipalities, cities and regions in the Republic of Serbia for 2018 (using data obtained from the 2011 Census of Population, Households and Dwellings), established is that in the Republic of Serbia within the total housing stock there are 3,012,923 apartments, with an average area of 72.3 m², ie. total 217.834.332,9 m². Also, 44,807 residential communities were recorded on the basis of the Register of Residential Buildings.

In addition, for the purpose of drafting the National Typology of Residential Buildings in Serbia, the largest survey of the energy performance of buildings was conducted, listing 6,000 single-family residential buildings during 2011, and in 2012, approximately 13,000 collective housing buildings. It was concluded that the building sector has enormous potential for energy savings and has been identified as one of the most important in the field of improving energy efficiency in Serbia. The biggest challenge will be to reduce energy consumption in residential buildings, which account for 75% of all buildings. At that time it was stated that all the buildings constructed before 1970 did not have any thermal insulation (it only occurred sporadically). This represents 36.6% of the housing stock, and if it is added to the buildings built in the 1970s, it is almost 57% of residential buildings with no or inadequate thermal performance compared to today's standards.

RESIDENTIAL BUILDINGS:

According to the Energy Efficiency Regulation (“Official Gazette of the RS” 61/2011), non-residential buildings are classified into the following types:

- Administrative and office buildings
- Buildings intended for education and culture
- Health and social care buildings
- Buildings intended for tourism and catering
- Buildings intended for sports and recreation
- Buildings intended for trade and service activities
- Buildings for other energy-using purposes

Cost-optimization analysis for non-residential buildings was made in 2019 in collaboration with GIZ and the Ministry of Construction, Transport and Infrastructure, with the aim of improving the existing energy efficiency regulations.

The analysis was carried out for three reference non-residential buildings (two existing - up to 1960 and from 1960 and one new - from 2011). The main parameters (size, orientation, year of construction, use, heating, cooling and ventilation equipment (HVAC), etc.) of the reference buildings are based on the available data on public buildings, which were collected from various available sources.

In relation to the results of the cost-optimization analysis, recommendations will be made for defining the minimum requirements that different types of public buildings need to fulfill in the course of rehabilitation or construction.

MCTI proposes projects for the improvement of publicly owned non-residential buildings, that is, buildings not part of programs implemented by other authorities (central government buildings, education buildings - primary and secondary schools, social protection buildings and buildings intended for sports and recreation:

- Administrative and commercial buildings (within public ownership: public buildings ...)
- Buildings intended for education and culture (within the public domain: pre-school buildings, college buildings, museum buildings, theaters, cultural centers ...)
- Buildings intended for health and social care (within the public ownership: institutions for the care of unaccompanied children ...)
- Buildings intended for tourism and catering (within public ownership: children's resorts ...)

ADMINISTRATIVE AND OFFICE BUILDINGS

Project proposal 1:

Energy rehabilitation of **PUBLIC PURPOSES** owned by cities, municipalities and city municipalities

The incentive to invest in public buildings is the fact that, along with residential buildings, they make up the bulk of the country's construction fund, and their energy rebuilding can greatly reduce energy consumption and carbon dioxide emissions in Serbia. Also, by membership in the Energy Community, Serbia has taken on obligations that are fully in line with the EU Directives regarding the improvement of energy efficiency of the building stock of buildings.

Estimated energy remediation required:

Number of towns and municipalities and city municipalities: 170

Value per m²: 200 EUR on average

Amount of allocated funds per municipality, city municipality and city: EUR 500,000.00

Considering the large number of administrative and office buildings, it is recommended that energy rehabilitation of one public purpose building per unit of local self-government be financed within 170 cities and municipalities. The proposal is to select the buildings based on a public call from the Ministry, based on the list of proposed buildings made by the local government unit.



BUILDINGS INTENDED FOR EDUCATION AND CULTURE

Project proposal 2:

Energy remediation of pre-school establishments owned by cities, municipalities and city municipalities

According to the 2016 CBS, there are a total of 2,580 pre-school buildings in Serbia, with annual changes of less than 5%. Within the National Typology of Preschools in Serbia, a census was conducted, the data collected was validated, and the energy characteristics of these buildings were analyzed on the basis of these data.



Estimated energy remediation required:

Number of towns and municipalities and city municipalities: 170

Value per m²: 200 EUR on average

Number of pre-school buildings: 2,580

Average square footage: 500 m²

Amount of allocated funds per building: EUR 100,000.00

Considering the large number of pre-school buildings, it is recommended that energy rehabilitation

of one pre-school building per unit of local self-government be financed within 170 cities and municipalities. The proposal is to select the buildings based on a public call from the Ministry, based on the list of proposed buildings made by the local government unit.

Project proposal 3:

Energy remediation of buildings of **HIGHER EDUCATION INSTITUTIONS (HIGHER SCHOOLS AND FACULTIES)** owned by cities, municipalities and city municipalities

Estimated energy remediation required:

Number of towns and municipalities and city municipalities: 170

value per m²: 200 EUR on average

Higher Education Buildings: 181

Amount of allocated funds per municipality, city municipality and city: EUR 500,000.00



The proposal is that the buildings be selected on the basis of a public invitation from the Ministry, based on the list of proposed buildings made by the local government unit.

Project proposal 4:

Energy rehabilitation of school buildings - **SEPARATE DIVISIONS (RURAL SCHOOLS)** in each administrative district in the Republic of Serbia

According to data from the Statistical Office from 2016, there are a total of 3,890 primary and secondary schools of all profiles in Serbia.

Within the National Typology of School Buildings in Serbia, a census was conducted, the data collected was validated, and the energy characteristics of these buildings were analyzed on the basis of these data.

Estimated energy remediation required:

Number of administrative districts: 29

Amount of earmarked funds per administrative district: EUR 1,000,000.00

The proposal is to select the buildings based on a public call from the Ministry, based on the list of proposed buildings made by the local government unit.



Project proposal 5:

Energy rehabilitation of publicly owned cultural institutions - **THEATERS, MUSEUMS AND HOME OF CULTURE** in each administrative district in the Republic of Serbia

Estimated energy remediation required:

Number of publicly-owned theaters: 76

Number of museums: 144

Amount of earmarked funds per administrative district: EUR 2,000,000.00

Considering the uneven number of theaters 'and museums' buildings by administrative districts, it is recommended that within 29 districts be financed the energy rehabilitation of one museum building and one theater building per administrative district, if any. The proposal is to select the buildings based on a public call from the Ministry, based on the list of proposed buildings made by the local government unit.



HEALTH AND SOCIAL PROTECTION BUILDINGS

Project proposal 6:

Energy rehabilitation BUILDING INTENDED TO PROTECT CAREFULLY CHILDREN

Buildings designed to protect careless children as a social health institution play a significant role in the years of postwar poverty by providing assistance to children. Great importance should be placed on the quality development and education of children, providing them with adequate basic services of housing, nutrition, upbringing and psychosocial support. These buildings are mostly old and purpose-built and their energy rehabilitation is very necessary for our children to have better living conditions.



Estimated energy remediation required:

Value per m2: 200 EUR on average

Amount of allocated funds per building: EUR 100,000.00

The proposal is to select the buildings based on a public call from the Ministry, based on the list of proposed buildings made by the local government unit.

BUILDINGS INTENDED FOR TOURISM AND CATERING

Project proposal 7:

Publicly owned rehabilitation of **CHILDREN'S RESOURCES AND RECREATION CENTERS** buildings

Children's resorts and recreation centers are used for educational and sporting purposes. They provide quality basics for children to develop knowledge and skills, stay in nature, educational programs, workshops. This encourages the socialization of children, creativity, curiosity, as well as the love of nature.

Estimated energy remediation required:

Value per m2: 200 EUR on average

Amount of allocated funds per building: EUR 100,000.00

Given the uneven number of buildings for children's resorts and recreation centers, by administrative districts, it is recommended that 29 districts finance the energy rehabilitation of one children's resort or recreation center per administrative district, if any. The proposal is to select the buildings based on a public call from the Ministry, based on the list of proposed buildings made by the local government unit.



UNIQUE LIST OF INFRASTRUCTURAL PROJECTS

Single Project Pipeline (SPP)

Unique list of infrastructural projects was established in Serbia, out of all Balkan countries first, in cooperation with the European Commission, which enabled prioritization and planning of resources for infrastructural projects.

Methodology for selection and prioritization of infrastructural projects whose result is SPP, was adopted by the RS Government in 2013 within the document “National priorities for international aid” for the period of 2014 – 2017 with the forecasts until 2020.

Methodology envisages a comprehensive consultancy process of all stakeholders: line ministries, public companies, civil sector, as well as the support of the EU Delegation, EU Commission and international financial institutions.

National Investment Committee at the governmental level provides political support for the implementation of SPP projects as well as synergy between different sources of funding.

Apart from transport, SPP entails energy, ecology and business infrastructure.

During 2018, Transport Single Project Pipeline List was updated by adding a new railway project (no. 5 in the table below). The table below has 12 railway infrastructure projects, 5 road, one road-rail, seven inland waterway projects, two infrastructure projects for air traffic and one intermodal, making a total of 28 projects.

SINGLE PROJECT PIPELINE			I Methodology Phase	II Methodology Phase
INFRASTRUCTURE PROJECTS IN TRANSPORT SECTOR			Strategic relevance total scores	Group based on GAP
1.	Modernization of the Railway Line Novi Sad - Subotica - Hungarian border (Corridor Xb)	€ 530 m	91	1b
2.	Modernization and Reconstruction of the Double-Track Railway Line Resnik – Klenje – Mali Pozarevac (– Velika Plana) (Corridor X)	€ 368 m	91	2b
3.	River training works on critical sectors on the SRB-CRO	€ 40m	91	2a

SINGLE PROJECT PIPELINE			I Methodology Phase	II Methodology Phase
INFRASTRUCTURE PROJECTS IN TRANSPORT SECTOR			Strategic relevance total scores	Group based on GAP
	joint stretch of the Danube River (including supervision and environmental monitoring)			
4.	Major Overhaul of the Iron Gate I Navigational Lock	€ 28 m	91	2a
5.	Modernization of railway line section Stara Pazova-Sid-border with Croatia	€ 180 m	90	2b
6.	New Port of Belgrade and Free Trade Zone	€ 180 m	90	2b
7.	Pozega-Boljare road (border with Montenegro)	€ 1.830,9 m	89	2b
8.	Construction of the by-pass railway line Beli Potok – Vinca – Pancevo with road-railway bridge over the Danube River near Vinca and Belgrade road Bypass Sector C	€ 481.36 m	88	2a
9.	Construction of the Port Apatin	€ 36 m	88	
10.	Expansion of capacities of the terminal for bulk and general cargo within the port of Smederevo	€ 93 m	88	
11.	Modernization of the single-track railway line Nis – Dimitrovgrad	€ 125m+102m	87	2b
12.	Construction of the Intermodal terminal in the vicinity of Belgrade (Batajnica)	€ 15.4m	87	1a
13.	River training works on critical sectors on the Sava River	€ 9 m	87	1b
14.	Reconstruction of the railway line Pancevo Glavna – Zrenjanin – Banatsko Milosevo - Senta - Subotica	€ 96 m	86	2a
15.	Modernization of the railway line Ruma – Sabac – Donja Borina – State Border with Bosnia and Herzegovina	€ 120 m	83	2a
16.	Modernization of the single-track railway line Nis - Presevo – Macedonian border	€ 165 m	82	1a
17.	Highway Beograd –Pancevo - Vrsac	€ 270m	82	2a
18.	Reconstruction and upgrading of the airport terminal building, Nis airport	€ 5m	82	2a
19.	Rehabilitation of the runway with the upgrading of taxiways extension platform, Nis airport	€6m	82	2a
20.	Construction of highway E-761/ M-5/Bosnia and Herzegovina Border-Kotroman-Uzice-Pozega	€ 830 m	82	2b
21.	Construction of Highway E-80 (SEETO Route 7): Administrative crossing Merdare- Doljevac via Kursumlija - Prokuplje– Zitoradja	€ 855m approx.	80	2b
22.	Construction of four lane express motorway Novi Sad-Ruma, highway Ruma-Sabac and four lane express motorway Sabac-Loznica-State Border with Bosnia and Herzegovina	about € 450 m	79	2b
23.	Construction of the New Double-Track Railway Line Stalac - Djunis	€ 105 m	78	1b
24.	Reconstruction and Modernization of the railway line Stalac – Kraljevo (71 km) – Pozega (total length 136 km)	€ 70 m	78	2b
25.	Modernization and Reconstruction of the Railway Line Velika Plana – Stalac (Corridor X)	€ 212 m	73	2b
26.	Reconstruction and Modernization of the railway line Lapovo – Kraljevo - Rudnica	€ 200 m	73	2b
27.	Removal of World War II sunken vessels at Prahovo	€ 19,9 m	73	
28.	Reconstruction of the railway bypass around Belgrade, Batajnica – Ostruznica – Beograd Ranzirna	€ 52 m	67	2b

GAP reports (GAP reports, i.e. documentation readiness) have been prepared so that all projects (except two) are divided into four groups according to the degree of maturity for implementation. The most mature projects for realization are projects within group 1a and the least ready within group 2b:

- Group 1a – projects with technical documentation prepared, ready for tender preparation or tendering
- Group 1b – projects with preparation of technical documentation ongoing, and ready for tendering when it is finished
- Group 2a – projects with spatial planning documentation completed with preconditions for land acquisition in place
- Group 2b – projects with gaps in spatial planning documentation with preconditions for land acquisition still pending.

THANK YOU FOR YOUR ATTENTION

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