

Standard Summary Project Fiche – IPA centralised national programme

Project number 4: Žeželj Bridge – Rebuilding Serbian infrastructure

1. Basic information

- 1.1 CRIS Number: 2009/021-638**
- 1.2 Title: Žeželj Bridge – Rebuilding Serbian infrastructure**
- 1.3 ELARG Statistical code: 02.21**
- 1.4 Location: Republic of Serbia**

Implementing arrangements:

- 1.5 Contracting Authority: EC Delegation to the Republic of Serbia for Lot2
Serbian Railways for Lot 1**
- 1.6 Implementing Agency: EC Delegation**
- 1.7 Beneficiary (including details of project manager):**

The project beneficiary will be the Ministry of Infrastructure (MoI) and its road and rail directorates.

Other stakeholders are the Province of Vojvodina and the Municipality of Novi Sad and the Ministry of Finance. The project steering committee will consist of representatives from the beneficiaries, stakeholders and the ECD. It will be co-chaired by the ECD and the Assistant Minister, and will convene on a quarterly basis or when requested by the chairman, to review project progress and reports from the Contractor and Consultants.

Financing:

- 1.8 Overall cost (VAT excluded): 60 million EUR**

The overall cost of the project is estimated at 60 M€, and variation may occur depending of the market condition at the time of the tender.

To ensure the successful completion of the project there are four stages, with the source of funding and their indicative budgets as follows:

1. Design of the bridge to MoI specifications (CARDS 2004, ~2 M€);
2. Project supervision (IPA 2008, 2,5M€);
3. Construction of slip road, rail ramp, foundations, bridge deck and superstructure, erection of the bridge; and ancillary services; removal of existing temporary bridge (Lot 1 - National co-financing part of IPA 2009, 30 M€);
4. Fabrication of the structural steel (Lot 2 – EU contribution part of IPA 2009, 30 M€);.

- 1.9 EU contribution: 30 million EUR**

The EU contribution to the project budget is up to a maximum of 30 M€. Any additional cost will be borne by the beneficiary.

- 1.10 Final date for contracting: 3 years after the signing of the Financing Agreement (FA)**
- 1.11 Final date for execution of contracts: 5 years after the signing of the FA**
- 1.12 Final date for disbursements: 6 years after the signing of the FA**

2. Overall Objective and Project Purpose

2.1 Overall Objective:

The objective is two-fold, to:

- ✓ Enable navigation along the Novi Sad reach of the Danube, which is part of Corridor VII of Transport Trans-European Network (TEN-T) network in line with international navigation standards; and
- ✓ Restore full road and rail traffic across the Danube in Novi Sad as part of the Belgrade-Subotica-Budapest segment of Corridor Xb of the TEN-T network.

2.2 Project purpose:

The purpose of the project is to build the new *Žeželj* Bridge, with associated connecting infrastructure; there are four components in two lots that contribute to this:

Lot 1

- ✓ Preparation of the foundations;
- ✓ Construction of slip road, rail ramp, foundations, bridge deck and superstructure, erection of the bridge; and ancillary services; removal of existing temporary bridge; and
- ✓ Dismantling and removal of existing temporary bridge and its foundations;

Lot 2

- ✓ Fabrication of the structural steel for the bridge;

2.3 Link with AP/NPAA / EP/ SAA

The European Partnership for the transport sector has short and medium term priorities; in the short term the national strategy should be prepared, with the railway sector being restructured and the inland waterway sector developed further. For the mid-term priorities the Serbia authorities need to take on more investment and maintenance.

This project falls within the compass of the Stabilisation and Association Agreement (SAA transport, Article 108, see extract in Annex 4) emphasises the need to restructure and modernise the transport sector so that it operates to standards comparable to those in the Community, whilst conforming to the relevant *acquis* and improving environmental performance in the transport field.

This project addresses one of several objectives highlighted in the Serbian National Transport Strategy 2008-2015 as short-term priorities, namely the *Žeželj* Bridge over the Danube at Novi Sad. These are reiterated in the **National Programme for Integration with the European Union – NPI** (2008, chapter 3.21 transport trans-European networks). A list of these directives is given in Annex 4.

2.4 Link with MIPD

The Danube's pivotal role in the transport sector is specifically mentioned in the Multi-Annual Indicative Planning Document (MIPD sections 2.3.1.2& 2.3.1.3); it relates to specific investments designed to improve environmental infrastructure as well as developing sectoral strategies.

In the MIPD 2009-2011, the transport sector is one of the socio-economic criteria, whose objective (see section 2.3.1.2 paragraphs 9 & 10 in Annex 4) is to develop the full potential of

Serbia's inland water network; this will require considerable investment to rebuild the transport infrastructure.

Further, in terms of Serbia's ability to assume her obligations of future EU membership in the transport sector (see section 2.3.1.3 in Annex 4), she has commitments to the Memorandum of Understanding on Development of the South East Europe Core Regional Transport Network and the Addendum for a South East European Railway Transport Area. These relate to the development of TENT-T Corridor X. Also she should support regional infrastructure investments (SEETO Multi-annual Plan 2008-2012), multi-modal transport network and transshipment facilities. In this latter context it is important for the Serbian authorities to facilitate IFI investments through project preparation.

2.5 Link with National Development Plan (where applicable)

N/A

2.6 Link with national / sectoral investment plans (where applicable)

Serbia has a National Transport Strategy (NTS), and it is being augmented with a Transport Master Plan. This plan, which is an expected outcome during the MIPD programming period 2008-2010, will highlight priority investments in the transport sector; the Žeželj Bridge is paramount amongst them and reinforces the priorities in NTS.

Transport Master Plan envisages double rail track on the section from Belgrade to Subotica (passing through Novi Sad). The Master Plan is however still to be approved by the National Government

In addition, the National Infrastructure Plan places high importance on Corridor X of the TEN-T network, in terms of both rail and road, that runs approximately north-south through Serbia linking it to the EU in north through Hungary, running down to Greece in the south through the Former Yugoslav Republic of Macedonia.

3. Description of project

3.1 Background and justification:

Transport infrastructure is slowly being rebuilt in Serbia following nearly two decades of conflict and lack of investment. The recent transport master plan identifies the rail sector as requiring most investment, with the road infrastructure requiring significant amounts and the inland waterways considerably fewer investments. International Financial Institutions have loaned the Serbian authorities substantial sums for investments in the transport sector.

As a signatory to the Danube Convention¹, Republic of Serbia is committed to maintaining her section of the Danube in a navigable condition for river-going. However, this is hampered at the moment because of the low height and short-distance between the piers of the temporary bridge in Novi Sad. At the moment the low height of the bridge and the position of the piers do not conform to the standards set by the Danube Convention. This restricts the optimum movement of vessels along the Novi Sad reaches of the Danube and has resulted in collisions between vessels and with the bridge piers.

The Convention also obliges signatory countries to carry out the works necessary for the maintenance and improvement of navigation conditions and not to obstruct or hinder navigation on the navigable channels of the Danube. However, other works are necessary to

¹ Serbia was President of the International Commission for the Protection of the Danube River in 2008.

improve navigation along the Serbian reaches of the Danube, particularly along the border with Romania and Bulgaria and upstream from Belgrade².

The Žeželj Bridge between Novi Sad and Petrovaradin was designed in 1961 as a two-span, concrete, combined road-rail bridge by Professor Branko Žeželj. It was an iconic landmark two-arch design, with a single rail track and two-lane highway, which was destroyed in 1999. A temporary road-rail bridge was built 75 metres upstream and opened in 2000; however, its design life was five years but its speedy construction compromised navigation, and rail and road capacities.

An open competition for a new bridge was held in 2001, but no design was acceptable; a successful design³ for the replacement Žeželj Bridge was made in 2002. It mirrored the original design with the intention of converting it to a dual rail bridge once a dedicated road bridge over the Danube in Novi Sad was completed. Subsequently, a second feasibility study⁴ was conducted in 2004 with EU funding and its design proposal was adopted by the Municipality of Novi Sad.

In 2008 consultants were engaged by EAR (CARDS 2004 budget) to produce the detailed design specification for the bridge; the design brief stipulated that the new bridge would occupy the same location, as the original bridge thus restoring the alignment of the Corridor Xb route for rail. The profile of the new bridge would match the original, but the deck would be raised 1.5 metres and new foundations and structural piers would be built to permit unhindered navigation and so reducing the risk of collisions with the piers. The transport configuration is yet to be confirmed, but it should include rail, road and pedestrian decks with provision for sanitary, electrical and telecommunication services to be hung below the deck.

Construction of Zezelj Bridge is important for the future economic development of Serbia. Namely, Zezelj Bridge is a part of road and rail Corridor Xb and intersecting Corridor VII which is Danube River. Therefore, efficient road, rail and river traffic flow rely on this bridge. Zezelj Bridge is one of the most important strategic locations. According to the preliminary analysis, Novi Sad is identified as one of the future intermodal transport centres in the Republic of Serbia. In addition, existing temporary bridge causes inefficient transport flow on both Corridors. So far European Commission supported efforts of the Republic of Serbia to improve/rebuild transport network (Corridor X and VII). In this respect, finalization of design and tender preparation for the construction of the bridge will be completed in a following months through the funds from CARDS 2004 program. So far 2.2 mil EUR is spent on the preparatory activities. We are in the process of obtaining of all the necessary administrative approvals from the relevant institutions (Province of Novi Sad, State revision committee).

3.2 Assessment of project impact, catalytic effect, sustainability and cross border impact (where applicable)

The completion of the Žeželj bridge will have both cultural and transport impacts. In cultural terms an iconic landmark will be rebuilt in Novi Sad restoring part of the modern heritage in the provincial capital of Vojvodina. The greatest impact will be in terms of transport infrastructure, in terms of rail and road congestion in Novi Sad should be relieved. On the

² A separate project for clearing the Danube of unexploded ordnance and salvaging sunken vessels in Prahavo is being prepared. It is envisaged that this project will also dredge the fairway in the northern reaches of the Danube upstream from Belgrade.

³ Centre for Investigations and Projects (CIP, 2002)

⁴ Scott Wilson led the study using information provided by the “Public Company of Urbanism” (2004)

Danube a significant bottleneck will be removed and transit / travel times for both passengers and freight will be improved along the Novi Sad reaches of the river.

The anticipated catalytic effect will be in the economic development in the region, which should be stimulated by the increased traffic; however, this effect should stretch beyond the city of Novi Sad across the province, north across the border into Hungary and south into central Serbia. Linked to other planned remedial work to the Danube, the prospect of the Danube becoming a more efficient corridor for freight, because barges can be loaded to closer to their full capacity,

The sustainability of the project is determined by the availability of funding, which has been guaranteed by both the municipality of Novi Sad and the autonomous province of Vojvodina. Outside the control of this project is the uncertainty of the price of steel, which is fluctuating and may vary.

3.3 Results and measurable indicators:

Results	Indicators
1. Foundations secure	New foundation pier to receive the bridge and superstructure
2. Steel fabrication& bridge deck	Steel superstructure completed
3. Links to road and rail infrastructure built	Slip roads and access ramps complete
4. Bridge completed to design specification	Bridge commissioned and open to traffic
5. Temporary bridge demolished & removed	Temporary bridge demolished and debris and removed

3.4 Activities:

Activities related to result 1:	1.Geotechnical & structural survey – preparation of EIA permit applications 2.Validation of design specification
Activities related to result 2:	1. Validation of design of steel superstructure by fabrication workshop 2.Superstructure fabrication(as per Lot 2 funded by EU) and then delivery to site and assembly
Activities related to result 3:	3.Construction of access ramps for the road, rail and pedestrian
Activities related to result 4:	1.Building connections to rail and road infrastructure 2. Installation utility services
Activities related to result 5:	1.Demolition and removal of temporary bridge

These activities will be delivered through two contracts according to FIDIC requirements; the first (Lot 2) would be a works contract for the fabrication of steel superstructure for the bridge, and the second a works contract (Lot 1) for the construction of the bridge and ramps.

3.5 Conditionality and sequencing:

Conditionality

The conditionality for this project is confined to the following factors:

- ✓ Approval of bridge design by the stakeholders; and
- ✓ Continued availability of funding.

Sequencing

There is a definite sequencing of events / activities associated with this infrastructure; they are:

- ✓ Design approved, with associated Environmental Impact Assessment and permits;
- ✓ Steel fabrication completed and delivered to schedule; and
- ✓ Construction of bridge foundations and piers, access ramps and bridge superstructure and decks.
- ✓ This would be followed by the demolition and removal of existing temporary bridge and foundations;

3.6 Linked activities

There are three linked project activities for this project:

- ✓ Serbian Transport Master Plan (CARDS 2005⁵)
- ✓ Technical assistance (TA) service contract for the design of the Žeželj bridge (CARDS 2004⁶)
- ✓ Supervision TA for the construction of the bridge (IPA 2008)

The Serbian transport master plan is in the process of being completed (see footnotes); it is both a conceptual and modelling tool for planning the development and investment in the transport sector. It is an EU-funded project, whose purpose is to develop a comprehensive and integrated multi-modal transport master plan in line with Serbian and EU transport policy. It is also a tool for the design and implementation of all modes of transport schemes in the country. It will provide an outline for the future development of the Serbian transport system and dedicated software that will be able to model and assess the viability of development projects in the transport sector until 2027. It is expected to be completed by the end of 2009.

An integrated transport network is important for Serbia's economic development because inter-modal synergies should be able to increase the efficiency of the overall transport sector. It is important that transport investments should take account of both the importance and different functions of the two Pan-European transport corridors (Corridor X and Corridor VII) and their integration with the remainder of the transport network across the country.

The technical assistance for the bridge design is nearly complete (see footnotes); originally, it was to replicate the original design but in steel rather than concrete, and with twin rail tracks and a single road lane, along with pedestrian / cycle tracks on the deck of the bridge. However, both the Municipality and the Ministry wish to change the design to a twin road and rail bridge; this has been approved by the ECD.

⁵ Contract signed with ITALFERR, May 2008

⁶ Contract signed with ITALFERR, May 2007

The supervision TA is funded from an earlier IPA programme (2008, which has yet to be contracted) and will be tendered alongside this project.

The City of Novi Sad has to ensure the levelling of access roads.

3.7 Lessons learned

The lessons from earlier transport projects are both generic and specific. The main lesson is that coordination with stakeholders is critical to the timely implementation and completion of project phases. This is particularly pertinent to river crossings (c.f. River Sava in Belgrade), where land-ownership issues may delay construction. This lesson may be pertinent to the new Žeželj bridge because the Municipality may have to acquire land for the proposed new ramps to the bridge; this aspect is particularly crucial if the deck of the new bridge has to carry two lanes of both rail tracks and roads.

The second lesson has a policy context; the delays in implementing projects stem from their long lead times; for example the idea for using EU funds to design the Žeželj Bridge appeared in a project fiche for the 2004 CARDS programme. This means the original concept was around in 2003 but the project was not contracted until 2007 and it is only being completed. During this four year lead time and during the subsequent implementation several ideas for the design have been mooted; the current preferred design for two lanes for both rail and road traffic is beyond the original design concept and may have knock-on funding and policy implications, whilst providing a modern infrastructure that will meet foreseen transport needs in the area until the end of the century.

4. Indicative Budget (amounts in million EUR)

			SOURCES OF FUNDING									
			TOTAL EXP.RE	IPA COMMUNITY CONTRIBUTION		NATIONAL CONTRIBUTION					PRIVATE CONTRIBUTION	
ACTIVITIES	IB (1)	INV (1)	EUR (a)=(b)+(c)+(d)	EUR (b)	%(2)	Total EUR (c)=(x)+(y)+(z)	% (2)	Central EUR (x)	Regional / Local EUR (y)	IFIs EUR (z)	EUR (d)	% (2)
Works contract (Lot 2)		x	30	30	100							–
Works contract (Lot 1)		x	30			30	100					–
TOTAL IB												
TOTAL INV			60	30	50	30	50					
TOTAL PROJECT			60	30	50	30	50					

Amounts net of VAT

- (1) In the Activity row use "X" to identify whether IB or INV
- (2) Expressed in % of the **Total** Expenditure (column (a))

5. Indicative Implementation Schedule (periods broken down per quarter)

Contracts	Start of Tendering	Signature of contract	Project Completion
Contract 1. – Works (Lot 2)	1Q 2010	3Q 2010	4Q 2011
Contract 2. – Works (Lot 1)	1Q 2010	3Q 2010	2Q 2013

All projects should in principle be ready for tendering in the 1ST Quarter of 2010 following the signature of the FA

6. Cross cutting issues (where applicable)

6.1 Equal Opportunity

Any employment opportunities associated with this project will be open to all citizens, including minority groups and women. Further, the transport benefits accruing from this project will enhance opportunities across all genders.

6.2 Environment

This project, although not directly relating to environmental issues in Serbia, will lead to further protection of the environment by reducing the risks of accidents at the Novi Sad Danube bottleneck and ease rail and road congestion.

6.3 Minorities

All minorities and vulnerable groups will benefit from this project, as its impact will help ensure a cleaner and quicker transport links. Vulnerable groups tend to suffer disproportionately from poor mobility, and will thus benefit directly from their improvement.

ANNEX I: Logical framework matrix in standard format

LOGFRAME PLANNING MATRIX FOR Project Fiche		Programme name and number	
Žeželj Bridge – Rebuilding Serbian infrastructure		Contracting period) expires	Disbursement period expires
		Total budget: 60 M€	IPA budget: 30 M€
Overall objective	Objectively verifiable indicators	Sources of Verification	
The objective is to restore full road and rail services across the Danube in Novi Sad as part of the Belgrade-Subotica-Budapest segment of Corridor VII of the Transport Trans-European Network.	Bridge completed, commissioned with road and rail traffic flowing with improved navigation along the Novi Sad reaches of the Danube	Engineers completion report	
Project purpose	Objectively verifiable indicators	Sources of Verification	Assumptions
The purpose of the project is to build the new Žeželj Bridge, with associated connecting infrastructure; there are four components that contribute to this: Fabrication of the structural steel for the bridge; Preparation of the foundations and ramps to the bridge; and construction of the bridge. Dismantling and removal of existing bridge and its foundations;	Impact indicators: Improved traffic flows along Corridor Xb road & rail crossing of the Danube at Novi Sad Bottle neck on Corridor VII Danube at Novi Sad removed Outcome indicators: Capacity of the Corridor Xb road & rail crossing over the Danube at Novi Sad increased; Reduction in the number of incidents / accidents associated with the temporary bridge over the Danube (Corridor VII) at Novi Sad	Engineers quality control & completion reports and certificates	Revised design approved

Results	Objectively verifiable indicators	Sources of Verification	Assumptions
Foundations secure	Output indicators: Original foundation pier adapted to receive new foundations built to receive the bridge decking & superstructure	Engineers & quality control reports & certification Verification reports from PMU / PIU along with Schmidt-Hubert style implementation charts and tables to demonstrate milestones achieved along with costs	No major geotechnical faults found that will require re-engineering of the bridge's foundations No delays in acquiring any additional land needed for the ramps and slip roads
Steel fabrication & bridge deck	Output indicators: Steel superstructure completed & delivered to site. Bridge deck and superstructure erected		
Links to road and rail infrastructure built	Output indicators: Slip roads and access ramps completed, road and rail infrastructure completed		
Bridge completed to design specification	Output indicators: Bridge commissioned and open to road & rail traffic		
Temporary bridge demolished & removed	Output indicator: Temporary bridge demolished and debris and removed		

Activities (this is an indicative list of activities)	Means & Costs	Assumptions
Geotechnical & structural survey – preparation of EIA permit applications	30M€ FIDIC YellowBook construction contract 30M€ works contract for steel superstructure	Dismantling and removal of existing bridge Stable steel prices Design concept approved by MoI Favourable EIA and grant of permits
Validation of design specification		
Validation of design of steel superstructure by fabrication workshop		
Superstructure fabrication and then delivery to site and assembly		
Construction of access ramps for the road and rail and pedestrian		
Building connections to rail and road infrastructure		
Install utility services		
Demolition and removal of temporary bridge		

Pre-conditions: Acceptance of the overall design specification for the bridge.

ANNEX II: amounts (in M€) Contracted and disbursed by quarter for the project

N.B. These commitment and disbursement tables assume two works contract for the project; this may be revised if the co-financing and procurement arrangements change.

Contracted	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Q8	Q9	Q10	Q11	Q12	Q13	Q14	TOTAL
Contract 1 Works (Lot2)			30												30
Contract 2 Works (Lot 1)			30												30
Cumulated			60												60
Disbursed	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Q8	Q9	Q10	Q11	Q12	Q13	Q14	TOTAL
Lot 2			3.0	6.0	6.0	6.0	6.0	3.0							30
Lot 1			3.0	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	3.0	30
Cumulated			6.0	14.4	22.8	31.2	39.6	45	47.4	49.8	52.2	54.6	57	60	60

ANNEX III Description of Institutional Framework

The transport sector is administered by the Ministry of Infrastructure⁷ (MoI) itself and through Directorates that deal with the relevant sector as road, railways, including intermodality, inland waterway transport and air. MoI performs public administration duties in these spheres, which includes:

- ✓ obligation and ownership rights relations;
- ✓ monitoring;
- ✓ safety and technical-technological system structure;
- ✓ status of foreign carriers in transport of goods and passengers on the territory of the Republic of Serbia;
- ✓ navigable waterways where international and multinational navigation regime is valid;
- ✓ development strategy of transport system;
- ✓ development plans and other plans in relation to structure, system organization, and relations in transport of passengers and goods;
- ✓ approval of construction and usage of transport infrastructure and equipment, and capacities which are in the function of utilization of traffic infrastructure;
- ✓ financial and technical control organization.

MoI also performs the public administration activities referring to: spatial and urban planning; setting out conditions for the construction of the facilities; sets out the housing relations and residential business; construction; construction land; geodesy engineering surveying; and other activities stipulated by law.

MoI consists of the following organizational units:

1. Sector for Road Transport
2. Sector for Roads and Road Safety
3. Sector for Railways and Intermodal Transport
4. Sector for Air Traffic
5. Inland Waterway Transport and Navigation Safety Sector
6. EU Integration Sector

MoI is responsible for the public administration affairs in the area of railway, road, water and air traffic; specifically these pertain to:

- ✓ the organisation and establishment of the traffic system; realisation of the traffic infrastructure construction projects;
- ✓ inner and international transport and intermodal transport; organisation and safety of the technical and technological traffic system;
- ✓ obligations and proprietary legal relations; inspection control; strategy for traffic development, development plans and plans related to the organisation of the traffic system and organisation of transport;
- ✓ issuance of the certificate to use traffic facility or infrastructure;
- ✓ certification of approval to use vehicles, equipment and vehicle parts; organisation of financial and technical control;
- ✓ international affairs in the area of traffic;

⁷ Following the general elections in January 2007 the new Government was installed on 15 May 2007; the Ministry of Capital Investments was restructured: the Sector for Telecommunication was rearranged into a new Ministry, and the residual was renamed as Ministry of Infrastructure.

- ✓ incentive measures for research and development in the area of traffic, as well as other affairs specified by the law.

A PMU will be established using IPA 2008 funding to supervise and oversee this project.

ANNEX IV Reference to laws, regulations and strategic documents:

Reference list of relevant laws and regulations

Reference to AP /NPAA / EP / SAA

The European Partnership for the transport sector has short and medium term priorities; in the short term the national strategy should be prepared, with the railway sector being restructured and the inland waterway sector developed further. For the mid-term priorities the Serbia authorities need to take on more investment and maintenance.

SHORT TERM PRIORITIES

European standards - Internal market - Transport policy

- ✓ Continue implementation of the Memorandum of Understanding on the Development of the South East Europe Core Regional Transport Network and strengthen cooperation with the South East Europe Transport Observatory.
- ✓ Adopt and implement a national transport strategy. Take measures to improve road safety conditions.
- ✓ Implement commitments taken under the first transitional phase of the European Common Aviation Area Agreement.
- ✓ Restructure the railway sector and establish railway institutions.
- ✓ Develop inland waterway transport, including by the setting-up of river information services.

MEDIUM-TERM PRIORITIES

Sectoral policies - Transport policy

- ✓ Continue implementation of the Memorandum of Understanding on the Development of the South East Europe Core Regional Transport Network and strengthen cooperation with the South East Europe Transport Observatory.
- ✓ Strengthen further administrative capacity, including project preparation for large investments and maintenance of infrastructure.
- ✓ Ensure further approximation of legislation to the transport *acquis*, notably as regards technical and safety standards (including the implementation of the digital tachograph).
- ✓ Implement commitments taken under the second transitional phase of the European Common Aviation Area Agreement.

Stabilisation and Association Agreement Article 108 - Transport

“Cooperation between the Parties shall focus on priority areas related to the Community *acquis* in the field of transport.

Cooperation may notably aim at restructuring and modernising the Serbian transport modes, improving the free movement of passengers and goods, enhancing the access to the transport market and facilities, including ports and airports. Furthermore cooperation may support the development of multi-modal infrastructures in connection with the main Trans-European networks, notably to reinforce regional links in South East Europe in line with the Memorandum of Understanding on the development of the Core Regional Transport Network. The objective of the cooperation should be to achieve operating standards comparable to those in the Community as well as to develop a transport system in Serbia compatible and aligned with the Community system and improving protection of the environment in transport.”

Reference to MIPD 2009-2011

Extracts from MIPD 2009-2011

Socio-economic criteria

2.3.1.2 Objectives and choices

Paragraph 9 **Develop the full potential and the competitiveness of Serbia's transport sector** for socio-economic development, in particular in the Corridor X (road and railways) and Corridor VII (Danube basin). In addition, special attention will be paid to floods prevention and natural and human actions induced catastrophes.

Paragraph 10. Improving **infrastructures** in order to promote business related activities and public services and to alleviate the economic downturn and to facilitate economic and cultural links within Europe. The areas of energy, transport, education, environment, health, tourism, information and communication technology, etc. have to be developed as cornerstones of future economic growth.

2.3.2.2 Expected results by the end of the covered period and measurable indicators

Paragraph 9 Investments provided to rebuild physical transport, environment, social, business and energy infrastructure. Increased number of people engaged in the tourist, agricultural, food and forestry sectors and rural enterprises assisted to improve the competitiveness of the tourist, agricultural and forestry sectors, the environment and the countryside, the quality of life in rural areas and the diversification of the rural economy. Sources of verification: government statistics/reports, existing training programmes, EU project reports.

Ability to assume obligations of membership

2.3.1.3 Objectives and choices

Support for transport authorities' efforts to meet requirements of the EU relevant *acquis*; Implement commitments taken under the Memorandum of Understanding on Development of the South East Europe Core Regional Transport Network and the Addendum for a South East European Railway Transport Area, and support regional infrastructure investments (SEETO Multi-annual Plan 2008-2012), multi-modal transport network and transshipment facilities; facilitation of IFI investment through project preparation/implementation in the Core Regional transport Network. Prepare for the implementation of the future Transport Community Treaty.

Support Serbia to fully **implement the European Common Aviation Area Agreement** and to actively participate in the ISIS (Implementation of Single European Sky in South East Europe) initiative with a view to adopt and implement the relevant single European sky *acquis*.

Supporting the development and implementation of other strategies and policies in order to establish sectoral policies and a regulatory framework compatible with European standards e.g. statistics, information society, electronic communications, customs and taxation, social policy, nuclear safety, research, public internal control and external audit, environment, transport.

Expected results by the end of the covered period and measurable indicators

Paragraph 5 Sectoral policies:

The National **Transport** Strategy (road, rail, aviation and waterways) prepared and implemented; effective implementation and enforcement of transport legislation, particularly as regards safety aspects; intermodal transport improved; implementation of programmes funded by International Financial Institutions supported; the European Common Aviation Area Agreement fully implemented and adoption and implementation of the relevant single European sky '*acquis*' in the framework of the SEE-FABA initiative.

SEETO's website (<http://www.seetoint.org/>) list the elements of Serbia's portion of the regional core transport network as follows:

Road network

Of the eight road corridors making up the core road network in South East Europe, three pass through Serbia; in addition there are seven routes, linking up the road corridors, five transverse Serbia.

Corridor X (1,016 km): Bregana (Slovenian border) —Zagreb (Croatia) —Belgrade (Serbia) —Skopje (the former Yugoslav Republic of Macedonia) —Bogorodica (Greek border)

Corridor X B (185 km): Horgos (Hungarian border) —Novi Belgrade (Serbia)

Corridor X C (110 km): Nis (Serbia) —Gradina (Bulgarian border)

Route 3 (185 km): Sarajevo (Bosnia and Herzegovina) —Uzice (Serbia)

Route 4 (590 km): Vatin (Romanian border) —Belgrade (Serbia) —Bar (Montenegro)

Route 5 (107 km): Paracin (Serbia) —Vrska Cuka (Bulgarian border)

Route 6 (259 km): Ribarevina (Montenegro) —Ribarice (Serbia) —Pristina (Kosovo under UNSCR 1244/99) —Skopje (the former Yugoslav Republic of Macedonia)

Route 7 (345 km): Lezhe (Albania) —Pristina (Kosovo (under UNSCR 1244/99)) —Doljevac (Serbia)

Rail network

There are seven rail corridors through the region, with three of them running through Serbia; of the six rail routes, three pass through Serbia

Corridor X (1,177 km): Savski Marof (Slovenian border) — Zagreb (Croatia) — Belgrade (Serbia) — Skopje (the former Yugoslav Republic of Macedonia) — Gevgelija (Greek border)

Corridor X B (151 km): Subotica (Serbia) — Stara Pazova (Serbia)

Corridor X C (97 km): Nis (Serbia) — Dimitovgrad (Bulgarian border)

Route 4 (579 km): Vrsac (Romanian border) — Belgrade (Serbia) — Bar (Montenegro)

Route 10 (252 km): Kraljevo (Serbia) — Pristina (Kosovo (under UNSCR 1244/99)) — Gorce Petrov (the former Yugoslav Republic of Macedonia)

Route 11 (138 km): Pozega (Serbia) — Stalac (Serbia).

Other networks (Rivers)

Corridor VII Danube (Croatia-Serbia 137.5 km) Batina (border) - Ilok (border) / Kolut (border) - Backa Palanka. With two ports in Serbia at Novi Sad and Belgrade

(Serbia 450.5 km) Bačka Palanka (border) - Prahovo (border)

Sava (593 km) CROATIA/SERBIA/BOSNIA AND HERZEGOVINA, Belgrade - Sisak

ANNEX V Details per EU funded contract (*) where applicable:

This contract is for the construction of the new bridge over the Danube (TEN-T network Corridor VII) providing improved road and rail transport links to TEN-T network Corridor Xb.

Ownership of assets (current and after project completion)

The bridge and surrounding land for ramps and slip roads will be wholly & jointly owned by the Province of Vojvodina, the Municipality of Novi Sad and the Ministry of Infrastructure Serbian Railways.

The public owned Company CORRIDOR X is also to be considered as a relevant stakeholder.