Standard Summary Project Fiche – IPA centralised programmes

Project Number 15: Access Roads to the Žeželj Bridge

1. BASIC INFORMATION

1.1.	**CRIS Number**:	**2011/022-585**
1.2.	**Title:**	Access Roads to the Žeželj Bridge
1.3.	**ELARG Statistical code:**	**03.21** European standards. Trans-European networks
1.4.	**Location:**	Republic of Serbia, Novi Sad

Implementing arrangements:

1.5.	**Contracting Authority**:	EU Delegation to the Republic of Serbia
1.6.	**Implementing Agency**:	EU Delegation to the Republic of Serbia

1.7. Beneficiaries: (including details of project manager)

Ministry:	Ministry of Infrastructure (MoI)
Department:	Department for EU integration
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Name:	Senior Program Officer (SPO) is Assistant Minister Mrs. Zorica Djeric Stojcic;
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Partner:	Novi Sad's Public Enterprise for City Construction
Department:	Assistant to the general director for technical affairs
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Steering Committee: The project steering committee will consist of representatives from the beneficiaries, stakeholders and the EUD.

Financing:

1.8.	**Overall cost (VAT excluded)**:	EUR 5.5 million
1.9.	**EU contribution**:	EUR 5.5 million
1.10.	**Final date for contracting:**	2 years after the signature of the Financing Agreement (FA)
1.11.	**Final date for execution of contracts**:	4 years after the signature of the FA
1.12.	**Final date for disbursements**:	5 years after the signature of the FA

2. OVERALL OBJECTIVE AND PROJECT PURPOSE

2.1 Overall Objective:

The objective is to restore full road services 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 this project is the construction of access roads on both sides of the Danube to the Žeželj Bridge. This will improve the flow of road traffic over the bridge and around the access roads and will relieve pressure at this bottleneck. It will also increase traffic capacity along both the road and railway Corridor X, and improve navigability along Corridor VII, the Danube.

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, more investment in infrastructure and maintenance needs to be carried out.

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

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 in Annex IV.

2.4 Link with MIPD

The project Access roads to the Žeželj bridge falls under the Transport sector and more specifically under its objectives to support the modernisation of the transport system in Serbia and to strenghten regional cooperation, as well as implement the commitments made in the framework of the regional transport initiatives.

The main objective of EU support for the transport sector is to promote sustainable economic growth. Transport is a key element in the EU's cooperation with its neighbouring countries to promote sustainable economic growth, trade and cultural exchange, employment, and to improve living conditions.

Reconstruction, maintenance and development of the transport infrastructure network is one of the priorities of the Serbian government together with the development of Corridor VII and X, also a priority objective for the EU. These corridors provide in fact improved and sustainable market connectivity between the West and the East, and contribute directly to the EU 2020 targets.

2.5 Link with National Development Plan (where applicable)

N/A

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

Serbia's National Transport Strategy (NTS) has now been augmented with a General Transport Master Plan, which reinforces the priorities outlined in the NTS. This plan highlights priority investments in the transport sector, of which the Žeželj Bridge is paramount; it envisages a double railway track on the section from Belgrade to Subotica passing through Novi Sad.

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

This project is the third phase out of four in the reconstruction of the Žeželj Bridge in Novi Sad. Phase I was the design of the bridge, Phase II its construction, Phase III is the construction of the access roads that will link up with the road access ramps to the bridge and Phase IV will be to build the rail access with their connection to the bridge.

3.1. Background and justification:

The Žeželj Bridge between Novi Sad and Petrovaradin was designed in 1961 as a 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, which has been exceeded, and it continues to compromise navigation, and restrict rail

and road capacities. A new bridge is to be built and this project will link the bridge infrastructure to the road network on each bank of the Danube.

The temporary bridge has one rail track and in the periods when there are no trains it is a single lane road for vehicles in both directions. However, rail movements have priority, creating a bottleneck; further, low speeds on the bridge and its access roads contribute to traffic jams and hold ups on the access roads that have a knock-on effect on the traffic circulation in Novi Sad.

The railway-road bridge over the Danube river in Novi Sad has a pivot role in the Serbian' transport network; it is on Corridor X Trans-European transport network and passing over Corridor VII. Corridor X is the primary road and railway transport route in the Balkans, connecting Bulgaria, Greece and Turkey to the south and Hungary, Austria and other central European countries to the north. The Danube, Corridor VII, flows for 588 km through Serbia and connects Central Europe with the Black Sea and it is a part of southeast multi-modal axis. The temporary bridge hinders navigation along the Danube through Novi Sad.

The rail-road bridge over the Danube in Novi Sad is on the primary railway line from Belgrade to the Hungarian border (E853[1], Belgrade-Stara Pazova-Novi Sad-Subotica-Hungarian border). The temporary bridge is hampering development of the railway network; the General Transport Master Plan foresees the modernization of the Railway Corridor X between Stara Pazova and Novi Sad as a priority and funding has been earmarked from International Financial Institutions and IPA. This modernisation depends on the completion of the Žeželj Bridge and its integration with the rail and road network, which must be done to EU standards.

Originally the rail access ramps and the bridge were to be single track, but with the modernisation and upgrading of the whole line, and to prevent the bridge becoming a rail bottleneck, it was decided to make them double-track. Therefore, the original rail embankments and access ramp need strengthening and widening to accept the double track.

The construction of the new Žeželj bridge is part of the IPA 2009 National Programme and will cost EUR 60 million, in part financed by the EU (EUR 30 million) with the City of Novi Sad and the Province of Vojvodina providing the remaining EUR 30 million. To complete and integrate this important piece of infrastructure, access ramps for the connecting railway and roads need to be constructed on both bridge sides. This project, which is part of IPA 2011 National Program, has as an objective to support construction of the access roads from both sides of the bridge.

The preliminary design for the construction of the Žeželj Bridge includes a portion of the access roads on both sides of the Danube (2,950 m long). On the Srem side of the Danube, the length of the access roads is 2,950 m, of which 1,960 m are main traffic arteries (1st category M-22.1, 420 m) and 490m of 2nd Category public roads (R-107); and 1,050 m of connecting roads (with the First and Second Category roads).

On the Bačka side, 990 m of access roads are required; of which 540 m of the First Category (M-22.1) and 450 m of road connections between the M-22.1 with the city traffic network. The following table summarises the situation.

[1] European Agreement on main international railway lines (AGC)

	1st category road (M-22.1)	2nd category road (R-107)	Connections to other 1st & 2nd category roads
Srem region (South bank of the Danube, 1,960 m)	420 m	490 m	1,050 m
Bačka region (North bank of the Danube, 990 m)	540 m	450 m	

The M-22.1 road over the bridge is also the primary traffic artery through Novi Sad. The city of Novi Sad's municipal plan designates this as the main transit route for Lorries.

PE "Roads of Serbia" is in charge of the maintenance, protection, exploitation, development and management of state roads of 1st and 2nd category in Serbia, while local roads are under the jurisdiction of the local communities.

The City of Novi Sad will liaise to ensure that all licences and permits are in place before construction begins. In addition, the Secretariat for Architecture, Town Planning, and Construction of the Autonomous Province of Vojvodina) will provide technical documentation for the construction of the access roads, as well as will be:

- Providing property-legal relations for access roads have been resolved within resolving of the property-legal relations for the Žeželj Bridge;
- Obtaining the Site information and permit;
- Negotiating with the Revision Committee of the Province for Conceptual project of access roads;
- Liaising with Technical Control to get approval for the Main project design of access roads;
- Submitting the application for the Building permit (along with any necessary fees); and
- Submitting the application for commencement of works.

Novi Sad's Public Enterprise for City Construction will include the preparation of the Preliminary and Main Project design for access road traffic surfaces to the Žeželj Bridge in its annual business plan for the year 2011 (Programme of regulation of construction land for the year 2011), which has to be adopted by the City Assembly of Novi Sad. This will create the administrative conditions for completion of the project documentation. Main project design and necessary permits will be prepared by third Quarter of 2011[2]. In order to carry out modernisation of the M-22 and R-107 the City of Novi Sad will coordinate its activities with the Public Enterprise "The Roads of Serbia". The State Revision Committee has already approved construction for the Žeželj Bridge.

[2] Indicative timeframe attached as annex VI

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; the construction of the road access ramps is integral to this. In cultural terms, an iconic landmark will be restored to the provincial capital of Vojvodina. The greatest impact will be in terms of transport infrastructure as rail and road congestion in Novi Sad will be relieved. On the 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 of the region, which should be stimulated by the increased traffic; what's more, this effect should stretch beyond the city of Novi Sad across the province, north across the border into Hungary and south into central Serbia. It also links into other planned remedial work to the Danube, the prospect of the Danube becoming a more efficient corridor for freight.

The full functionality of the bridge will improve travel conditions for both commuters and rail and river freight, as well as will provide a cross point for pedestrians cyclists; it will reduce congestion, commuters journeys and freight transit times will decrease, and a recreational route across the river will be created; all to international standards.

The sustainability of the project is determined by the availability of funding for the maintenance of the access roads.

3.3 Results and measurable indicators

Result 1

Preparatory works for the construction of access roads to the Žeželj Bridge executed in compliance with the construction standards and the best practice.

Indicator related to result 1: Marked routes and structures, pulled down road surface and curbs, prepared working connections for the continuation of working connections for the continuation of asphalt works, removed traffic signs.

Result 2

Executed ground works.

Indicator related to result 2: Executed excavation of top soil and earth material, executed compaction of subsoil and executed sand embankment, completed planning and rolling of bedding, resoiling of flat and inclined surfaces and shoulders and completed excavation of stepping under the embankment.

Result 3

Pavement structure of access roads to the Žeželj bridge as a part of primary road M22-1 constructed and functional (on the section described in part 3.1).

Indicator related to result 3: Finished construction of access roads to the Žeželj Bridge on both sides of the Danube – constructed 27,500 m2 of traffic surfaces, 3,700m2 of cycle tracks and 3.500m2 of pavement and placed traffic signalization.

Larger number of vehicles over the bridge due to the removal of traffic jams on access roads to the bridge. Smaller number of traffic accidents on the bridge and in the zone of access roads to the bridge.

Result 4

To provide efficient supervision over the construction works of access roads to the Žeželj Bridge.

Indicator related to result 4: Building logs of the executed works signed by the supervisory body, photocopies of invoices of the executed works.

3.4 Activities:

Activities in connection with the result 1:

1.1 Surveying and setting out and marking of route and structure

1.2 Pulling down of road surface

1.3 Pulling down of curbs

1.4 Preparation of working connections for the continuation of asphalt works

1.5 Removal of traffic signs

Activities in connection with the result 2:

2.1 Excavation of top soil with pushing away

2.2 Excavation with wide removal of earth material

2.3 Compression of subsoil

2.4 Sand filling

2.5 Planning and rolling of bedding

2.6 Resoiling of flat and inclined surfaces and shoulders

2.7 Excavation of stepping under the embankment

Activities in connection with the result 3:

3.1 Road base execution of mechanically compacted granular enrockment

3.2 Execution of upper bituminous road base (BNS)

3.3 Execution of topping - asphalt concrete (HS)

3.4 Execution of pavement

3.5 Setting of concrete curbs

3.6 Conducting

3.7 Execution of traffic signalization

Activities in connection with the result 4:

4.1 Monitor the progress of the works on the construction of the access roads to the Žeželj Bridge (M-22.1) by conducting on site inspection as considered necessary to check the satisfactory performance of the Contractor and execution of the project in accordance with the contract documents and sound project management practices.

3.5 Conditionality and sequencing:

Conditionality

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

- Constructed Žeželj Bridge – In principle, the construction of the bridge and access roads may run in parallel. The construction of the bridge is funded from the IPA 2009 and is being tendered now; however, the tender for the access roads' construction may not begin until the Financing Agreement is signed in 2011.

- Prepared Project documentation for the execution of works on the construction of access roads approved by the State Revision Committee.

- Necessary permits, licences and consents provided.

- Any land necessary for the construction must be purchased and owned by the City of Novi Sad before commencement of the project.

Sequencing

In terms of contract sequencing the TA for the supervision will begin before the works in order to allow for proper oversight of the works. Further, as the general design has not been completed yet, both contractor and the Supervising Engineer will need to be aware of the careful sequencing of the construction to ensure the continuous and interrupted flow of rail and road traffic. The railway will probably pass over the access roads to the bridge on the Srem side of the Danube and there will be a level-crossing on Barka.

3.6 Linked activities

There are four linked project activities for this project:

Technical assistance (TA) service contract for the design of the Žeželj bridge (CARDS 2004)

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.

Serbian Transport Master Plan (CARDS 2005)

The Serbian General Transport Master Plan (GTMP) is a comprehensive and integrated multi-modal transport master plan and was completed in December 2009 with EU funding. It is both

a conceptual and modelling tool for planning, designing, development and investment in the transport sector. It includes dedicated software for modelling and assessing the viability of projects, which will be valid until 2027. An integrated transport network is important for economic development, as inter-modal synergies increase the efficiency of the sector. Therefore, transport investments should reflect both the importance and different functions of Pan-European transport corridors X and VII and integrate them with the transport network across the country.

Supervision TA for the construction of the bridge (IPA 2008)

This project will supervise the reconstruction of the Žeželj railroad bridge and will include: (i) an independent check of the design prepared by the Design and Build Contractor; (ii) supervision of the construction works in the factory and on site; (iii) issuing the final acceptance of the bridge; and (iv) monitoring the bridge during the defect notification period. It also includes detailed independent analysis, checking and close scrutiny of the works on site with a view to ensuring that the design complies with the Employers' Requirements and the specified Design Criteria, and that the works are implemented in accordance with the Construction Specifications.

Žeželj Bridge – Rebuilding Serbian infrastructure (IPA 2009).

This project includes the fabrication of the structural steel for the bridge; preparation of the foundations and ramps to the bridge; construction of the bridge, including foundations, superstructure, decking and transport infrastructure; and the dismantling and removal of existing temporary bridge and its foundations.

3.7. Lessons learned

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 access roads to the bridge. This aspect is particularly crucial because the deck of the new bridge has to carry two lanes of both rail tracks and roads, which will take up a larger foot print than was originally envisaged.

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, meaning that the original concept emerged around in 2003 but the project was not contracted until 2007, and it is only just now 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 MEUR)

Title: Access Roads to the Žeželj Bridge			TOTAL EXP.RE	SOURCES OF FUNDING								
				IPA EU 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)
Supervision	X		0.5	0.5	100%							
Works contract		X	5.0	5.0	100%							–
TOTAL IB			0.5	0.5	100%							
TOTAL INV			5.0	5.5	100%							
TOTAL PROJECT			**5.5**	**5.5**	**100%**							

Amounts net of VAT

(1) In the Activity row use "X" to identify whether IB or INV

(2) Expressed in % of sum of each line 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 Supervision	T+1Q	T+3Q	T+8Q
Contract 2 Works	T+1Q	T+4Q	T+8Q

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 related to environmental issues in Serbia, will improve the protection of the environment by reducing the risks of accidents at the Novi Sad Danube bottleneck and easing the rail and road congestion.

6.3. Minorities

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

ANNEXES

I Logframe in Standard Format

II Indicative amounts contracted and Disbursed per Quarter over the full duration of Programme

III Description of Institutional Framework

IV Reference to laws, regulations and strategic documents:

Reference list of relevant laws and regulations

Reference to AP /NPAA / EP / SAA

Reference to MIPD

Reference to National Development Plan

Reference to national / sectoral investment plans

V Details per EU funded contract (*) where applicable

VI Gant chart showing timetable for preparation of main design

ANNEX I: Logical framework matrix in standard format

LOGFRAME PLANNING MATRIX FOR Project Fiche			
PROJECT NAME: Access Roads to the Žeželj Bridge		Contracting period expires two years after signature of Financing Agreement	Disbursement period expires five years after signature of Financing Agreement
		Total budget : EUR 5,500,000	IPA budget: EUR 5,500,000
Overall objective	**Objectively verifiable indicators**	**Sources of Verification**	
The objective is to restore full road services across the Danube in Novi Sad as part of the Belgrade-Subotica-Budapest segment of Pan-European Corridor Xb	Access road ramps to the bridge completed, commissioned with road flowing leading to 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 this project is the construction of access roads on both sides of the Danube to the Žeželj bridge. This will improve the flow of road traffic over the bridge and around the access roads and will relieve pressure at this bottleneck. It will also increase traffic capacity along both the road and railway Corridor X, and improve navigability along Corridor VII, the Danube.	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	Reports of the executed works, paid invoices, and inspection certificate for access roads. Crossed data on counting the traffic before and after the constructed access roads and the bridge. Annual reports of the traffic accidents on this section. .	Constructed Žeželj bridge over the Danube

	Danube (Corridor VII) at Novi Sad		

Results	**Objectively verifiable indicators**	**Sources of Verification**	**Assumptions**
1. Preparatory works for the construction of access roads to the Žeželj Bridge executed in accordance with the building standards and the best practice.	1. Marked out routes and structures, road surface and curbs pulled up, prepared working connections for the continuation of working connections for the continuation of asphalt works, and removed traffic signs.	Paid invoices for the executed works and inspection certificate. Results of traffic counting Newly placed speed limitation signs on the bridge – report of traffic inspection Reports from the Ministry of Internal Affairs Novi Sad about the traffic accidents on this section. Copy of building log of the executed works certified by the competent supervisory body.	Procedure of public procurement for the contractor carried out in accordance with the planned time schedule. No delays in budgetary assets inflow.
2. Ground works.	2. Executed excavation of top soil and earth material, executed compaction of subsoil and executed sand embankment, completed planning and rolling of bedding, resoiling of flat and inclined surfaces and shoulders and completed excavation of stepping under the embankment.		
3. Pavement structure of access roads to the Žeželj Bridge as a part of primary road M22-1 constructed and functional (on the section described in part 3.1).	3. Finished construction of access roads to the Žeželj bridge on both sides of the Danube – constructed 27.500 m2 of traffic surfaces, 3.700m2 of cycle tracks and 3.500m2 of pavement and placed traffic signalization. More vehicle number over the bridge due to the removal of traffic jams on access roads to the bridge. Less number of traffic accidents on the bridge and in the zone of access roads to the bridge.		
4. Efficiently carried out supervision over the construction of access roads to Žeželj bridge.	4. Building logs of the executed works signed by the supervisory body, photocopies of invoices of the executed works.		

Activities	Means & Costs	Assumptions
Activities in connection with the result 1: 1) Survey and setting out and marking of route and structure 2) Pulling down of road surface 3) Pulling down of curbs 4) Preparation of working connections for the continuation of asphalt works 5) Removal of traffic signs	EUR 5,000,000 for the construction of access roads 0.5 for the supervision of works	Works executed within the contracted deadlines. The subsidy for the budget is coming in accordance with the payment schedule. Grants provided.
Activities in connection with the result 2: 1) Excavation of top soil with pushing away 2) Excavation with wide removal of earth material 3) Compression of subsoil 4)Sand filling 5) Planning and rolling of bedding 6) Resoiling of flat and inclined surfaces and shoulders 7) Excavation of stepping under the embankment		
Activities in connection with the result 3: 1) Road base execution of mechanically compacted granular enrockment 2) Execution of upper bituminous road base (BNS) 3) Execution of topping - asphalt concrete (HS) 4) Execution of pavement 5) Setting of concrete curbs 6) Conduiting 7) Execution of traffic signalization		
Activities in connection with the result 4: To monitor the progress of the works on the construction of the access roads to the Žeželj bridge (M-22.1) by conducting on site inspection as considered necessary to check the satisfactory performance of the Contractor and execution of the project in accordance with the contract documents and sound project management practices		

Pre-condition: construction of the bridge has begun

ANNEX II: Indicative amounts (in EUR million) Contracted and disbursed by quarter for the project

Contracted	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Q8	Total
Contract 1. Supervision			0.5						**0.5**
Contract 2 works				5.0					**5.0**
Cumulated			**0.5**	**5.5**					**5.5**
Disbursed	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Q8	**Total**
Contract 1. Supervision			0.20		0.10		0.10	0.10	**0.5**
Contract 2 works				1.0	1.0	1.0	1.0	1.0	**5.0**
Cumulated			**0.20**	**1.2**	**2.3**	**3.3**	**4.4**	**5.5**	**5.5**

ANNEX III Description of Institutional Framework

The Ministry of Infrastructure (MoI) itself administers the transport sector 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 include:

- ✓ 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; setting 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:

- Secretariat of the ministry
- Cabinet of the minister
- Sector for Road Transport
- Sector for Roads and Road Safety
- Sector for Railways and Intermodal Transport
- Sector for Air Traffic
- Inland Waterway Transport and Navigation Safety Sector
- 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;
- ✓ incentive measures for research and development in the area of traffic, as well as other affairs specified by the law.

The main activities of Public Enterprise for City Construction and Development of Novi Sad are construction land development, investing in infrastructure technical utilities, providing conditions for harmonious urban development, preparing proposals of General Development Plan of the City, professional jobs related to obtaining the right for construction land use, preparing urban-spatial documentation and technical documentation in the area of construction land development, organisation and updating of the cadastre of infrastructure technical utilities, keeping and updating records of residential and auxiliary buildings that are private property.

The founder of the Public Enterprise is the City of Novi Sad. In legal transactions with third parties, the Public Enterprise shall be liable for its obligations with its complete property.

The Public Enterprise shall operate with committed resources owned by the State. The Public Enterprise shall operate over the account within the consolidated City Treasury account. The Public Enterprise doesn't generate other revenues than from the national budget. The Public Enterprise shall have the capacity of a legal entity and shall operate as the indirect beneficiary of the City's Budget.

The bodies of the Public Enterprise are

1) Director, as executive body;

2) Board of Directors as management body, and

3) Supervisory board as supervising body.

Public Enterprise for City Construction, Novi Sad realizes the investment activities in compliance with the Programme for the arrangement of building land for the current business year, which contains the planned business activities, and the financial assets required for their realization; the Municipality of Novi Sad City adopts it. After the adoption, the decision on budget is made which contains the planned schedule of spending the budgetary assets and which implements the Programme for the arrangement of building land of the Public Enterprise based on which the budgetary assets for the payment of the issued invoices of the executed works are approved.

The decision on the procedure for public procurement as well as the decision on the selection of the bidders in the Public Enterprise for City Construction is made by the Director what significantly shortens the complete period of realization of the public procurement procedure from the invitation to tenders to the contracting.

In its organizational structure, the Public Enterprise for City Construction, Novi Sad has available the Service for public procurements, Service for the preparation of investments, Service for the realization of investments, Department of financial planning and analysis, Service for finances and Accounting Service which participate in the preparation, realization and monitoring of the complete investment activities. For the construction of access roads to the Žeželj bridge the supervisory bodies for the execution of works will be, by the Decision, appointed Bachelors of Science in Civil Engineering (for road and hydro works), Bachelor of Science in Electrical Engineering, Traffic Engineer, Bachelor of Science in Landscape Architecture; at the moment of making this application the composition of the expert team is not known.

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 contains short and medium term priorities; in the short term, the national strategy should be prepared. 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 EU *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 EU as well as to develop a transport system in Serbia compatible and aligned with the EU system and improving protection of the environment in transport."

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[3]) —Skopje (the former Yugoslav Republic of Macedonia)
>
> Route 7 (345 km): Lezhe (Albania) —Pristina (Kosovo) —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) — Gorce Petrov (the former Yugoslav Republic of Macedonia)

[3] under UNSCR 1244/99

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 project has two contracts; the first is a FIDIC works contract for the construction of the access roads. The second is a technical assistance contract for the supervision of the works.

The contract for the construction of access roads to the Žeželj Bridge on both sides of the Danube promotes the creation of conditions for the improvement of road transport network towards TEN-T network of Corridor Xb.

Ownership of assets (current and after project completion)

Present situation:

The land on which the access roads and the bridge will be constructed is booked partly to the City of Novi Sad and partly to JP Zeleznice Srbije (Public Enterprise for Serbian Railways) and partly to Plovput (Navigable waterway).

Future situation:

The land under the access roads is public building land owned by the Republic of Serbia while the access roads will be the property of Novi Sad City and the Republic of Serbia.

VI Gant chart showing timetable for preparation of main design

Dynamic plan-Preparation of the Preliminary and Main design for access ramps to Zezelj Bridge

Activities that needs to be done before project starts	2010												2011											
	1st Quarter			2nd Quarter			3rd Quarter			4th Quarter			1st Quarter			2nd Quarter			3rd Quarter			4th Quarter		
	M1	M2	M3	M4	M5	M6	M7	M8	M9	M10	M11	M12	M1	M2	M3	M4	M5	M6	M7	M8	M9	M10	M11	M12
Civil engineering conditions																								
Terms of reference for Preliminary design with the Feasibility study and Main design																								
Public procurement process for selection of the engineer who will perform Preliminary design with the Feasibility study and Main design																								
Signature of the contract with the selected engineer and start of the works																								
Preparation of the Preliminary design with the Feasibility study																								
Obtaining of necessary preconditions																								
Information about location																								
Location permit																								

Activities that needs to be done before project starts	**2010**												**2011**											
	1st Quarter			**2nd Quarter**			**3rd Quarter**			**4th Quarter**			**1st Quarter**			**2nd Quarter**			**3rd Quarter**			**4th Quarter**		
	M1	M2	M3	M4	M5	M6	M7	M8	M9	M10	M11	M12	M1	M2	M3	M4	M5	M6	M7	M8	M9	M10	M11	M12
Assessment of the Preliminary design with the Feasibility study for the access ramps by the Autonomous Province Revision committee.																								
Preparation of the Main design for the Access roads for Zezelj Bridge																								
Technical control of Main design																								
Building permit																								