



Orient/East-Med Corridor (CX): Intermodal Terminal in Belgrade, Serbia

Partners:

- Ministry of Construction, Transport and Infrastructure, Serbia
- Central Finance and Contracting Unit (CFCU) - Ministry of Finance, Serbia
- City of Belgrade

EU contribution:

- €13.8 million (89% of investment cost)
- €2 million (project preparation support)

Estimated total investment:

- €15.5 million

Beneficiary contribution:

- €1.7 million

Transport

The bulk of inland freight in Serbia is transported by rail, with the Serbian railway network catering to most domestic and international freight operators active in the region. Rail freight accounted for about 3,000 million tonne-km, compared to 2,800 million tonne-km by road and 700 million tonne-km on inland waterways, according to recent statistical data.

Located at the crossroads of important international transport corridors, Serbia sought to improve freight efficiencies and capacities by creating intermodal transport facilities. The present investment project¹ involves the construction of an intermodal terminal in Batajnica, Belgrade, with rail access, road access, storage area for intermodal transport units, buildings for the terminal operator and customs authority, and parking places for road freight vehicles.



Passenger train stationed in Batajnica Station.

Results:

- A modern intermodal terminal in Batajnica, Belgrade, on the Orient/East-Med Corridor (CX) and at the crossroads of major international freight routes.
- Increase in intermodal unit transshipment capacities in Serbia from 27,000 TEU to 107,000 TEU per year.



View of Orient/East-Med Corridor (CX) from Batajnica, Belgrade.

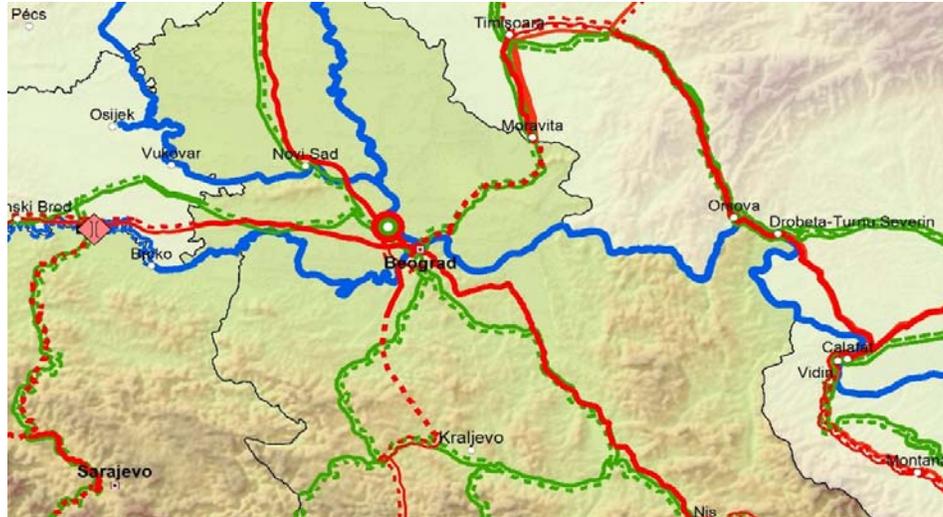
¹ Subject to a final decision by the budgetary authorities.

Estimated Start Date:

- First quarter of 2016

Estimated End Date:

- End of 2019



Map of project location, in the context of major transport corridors.

There are three partly developed intermodal terminals in Serbia: one terminal near the central railway station in Belgrade (the ZIT /Railway Integral Transport), with a capacity of 10,000 TEU/year; a second terminal in the port of Belgrade, 12,000 TEU/year; and a third one in the port of Pančevo, for up to 5,000 TEU/year. There are no rolling road terminals or terminals for the transshipment of freight from and to large vessels (Ro-Ro) in Serbia. However, some facilities are in place in ZIT and in the ports in Novi Sad, Belgrade, Pančevo and Prahovo which would allow for Ro-Ro transshipment.

The new terminal in Batajnica will be located in the main industrial/service area of Belgrade, at the crossroads of major international combined transport routes: CE 70 Šid – Beograd – Niš Dimitrovgrad; CE 79 Beograd – Bar (Ancona/Bari) and CE 85 Subotica – Beograd – Niš – Preševo. The existing railway lines going through Batajnica are an integral part of the Orient/East-Med Corridor (CX).

The terminal will be able to accommodate 80,000 TEU/year, with the possibility of adding capacity if needed. A new public body will be set up to operate the terminal. The European Union will also support institutional capacity building of the operator through specific assistance under a separate action.

The planned investment in Batajnica is complemented by other EU-funded actions aiming to improve connectivity in the region along core network corridors of the Trans-European Transport network.

Benefits

- Freight capacities significantly increased (by 80,000 TEU/year) as well as efficiency in travel times along the Orient/East-Med Corridor (CX).
- The investment will facilitate domestic and international freight trade, regional integration and sustainable growth and thus have a positive impact on the broader economy of Serbia.
- Reduction of CO₂ emissions by enabling modes of transport with lower fossil fuel consumption.