



Improving and modernising the core transport network of South East Europe for social and economic development

Five Year Multi-Annual Plan 2011

VOLUME II

2011

Five Year Multi-Annual Plan 2011 Common problems – Sharing solutions

Volume II

DRAFT

2011

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1 INTRODUCTION

The aim of the Memorandum of Understanding is to promote co-operation on the development of the main and ancillary infrastructure on the multimodal South East Europe Core Regional Transport Network (Core Network) and to enhance policies in this area which facilitate such development.

According to the MoU, Participants expressed readiness to exchange information relevant for the development, use and operation of the core network. This cooperation includes infrastructure and projects information as well as projects accomplished and projects on the SEETO priority list. Other activities like data collection and exchange started in 2006 and are performed as regular activity within the SEETO Permanent Secretariat.

The Multi-annual Plan 2011 for development of the Core Regional Transport Network (MAP 2011), volume I, presents a regional transport planning document agreed jointly by all Regional Participants in order to serve them primarily as a platform for the most efficient use of funds for development of the Core Regional Transport Network and help them in streamlining the transport reforms. In the same time, information on the performance of the Core Network, as well as transport trends and a list of the highest priority investment projects in the Core Network provide precise insight for policy makers, transport specialists and financial sector.

MAP 2011, volume II, on the other hand, has an intention to give more detailed overview of the Core Network investments per each transport mode and by source of financing. In order to be able to monitor the investment trends on the Core Network, MAP volume II provides analysis of a five year period. In this year's edition, the period from 2005-2010 is analysed. The general idea is to have an important supplement of the MAP showing the investment trends in the region and serving as a useful tool in the further analysis on the patterns, priorities and factors that will determine the future investment portfolio in the transport infrastructure of the SEETO region.

2 THE CORE NETWORK INVESTMENT REVIEW

The last decade of the 20th century was a decade in which the regional transport system in South East Europe experienced devastation. The first decade of the 21st century was dedicated to a formulation of a long-term transport strategy for the region of SEE, which guarantees ongoing stability and prosperity for South East Europe.

On the basis of the conclusion from the 23rd SEETO Steering Committee, SEETO Has started preparing an overview of investments in the Core Network with time span since 2005 until present day. Projects which are implemented or will be implemented in 2011 have their place in MAP 2011 Volume II, prepared by SEETO.

The Core Network investment review is divided into following criteria:

- The Core Network investments per transport mode,
- Core Network Investments per transport mode by source of financing,
- Core Road and Core Rail Network Investments by source of financing.

According to the analysed data, investments in the Core Network in period 2005-2010 were € 5,745 billion, when compared to time span of 2004-2009 it can be noticed slight increase of investments, just 3,24 % (186,39 M€) . When analysing the apportionment of the investment, situation is similar as for the previous year. Majority of investments went in the road sector, 81% (€ 4,636 billion) of all investments records (shown on the Figure 1). Even though compared to time span of 2004-2009 decrease of 1% can be noticed, road sector experienced almost 90 M€ greater amount of investments. As a consequence of largest investments on Core Network, condition of the roads has been significantly improving year by year. Nowadays, percentage of roads with Very Good to Good conditions accounts 58.3% of the Core Road Network, while in 2005 only 36% had this grade.

Investments in road sector are clearly dominant and considering the current transport climate probably will continue to be in the years to come. Changes in structure of investments comparing to previous period are minor. Analysing sources of investments in road sector, it can be noticed that greatest share of investments came from "other" sources (loans, grants, concessions, etc.), followed by contribution from the budget. Evidently high volumes of traffic flows and economic viability of the road projects attracted the most investors.

When taking a glance at the intervention type, it is noticeable that most of the projects in road sector are related to rehabilitation of existing infrastructure

directed in increase of level of service, eliminating bottlenecks, improving safety conditions, enabling to achieve designed speed and reducing travel cost. Even though biggest number of projects is related to rehabilitation, construction of new motorways is occupying largest amount of infrastructure financing. Newly constructed motorways are fulfilling their purpose of strategic regional network, connecting remote areas thus strengthening local communities and ensuring national cohesion; providing direct connections from airports and seaports to regional roads improving freight and passenger flows.

Positive outcome of road infrastructure investment, from the economic and social point of view, is that this amount of investments generated enormous amount of work, employing vast number of workers. From the transport point of view, high investments in the Core Road Network resulted with increase of around 10% in weighted annual average daily traffic (7,760 veh/day in 2005 to 8,617 veh/day in 2009). Corridor Vb and Route 1, due to the large amount of investments have experienced considerable amount of increase in AADT in comparison to 2005.

Although when investing in transport infrastructure, increase in transport flows, among other benefits is expected, some discrepancies can be noticed regarding Corridor Vc. This can be explained by continuous construction works on this Corridor, which are currently imposing as a hindering factor to transport flows. Nevertheless, it should be pointed out that after establishing operational mode of working, all investments are expected to be utilised to benefit economic and transport development.

Concerning the investments in railway sector, total invested amount was 810.89 M€ which is 14% of all investments, exactly the same percentage as in the last period. Albeit greater flow of investments can be seen in the railway sector (58.9 M€ more than the previous observed period), these investments are still very prudent comparing to the road sector, in contrast to the EU and investment in the TEN-T network, where biggest apportionment of investments is in the rail sector.

Looking more closely at the situation on railways and analyzing completed and needed amount of works, it can be concluded that railways are still facing underinvestment. On the railways of the SEE region, there is virtually no new construction of rail lines. Upgrading performances, as well as enhancing the capacity and current level of service can be found just on specific sections of rail lines. Investments in the other sections mainly have "patch and mend" effect and it must be emphasized that there is a great maintenance backlog.

As necessary repairs are deferred, the cost of rectifying the situation will grow progressively. Taking into consideration the current economic situation, it is unlikely to expect some tremendous increase of investments in the railway

transport infrastructure. However, if necessary repairs and appropriate upgrades are not made, as well as certain asset management is not introduced, poorly maintained railways will increase costs and further harm the business productivity and already shaken confidence. Preparing preventive maintenance is far more cost effective than ad hoc reactive repairs. Thus, more attention has to be directed to targeted interventions and identification of reasonable level of investments, which will consequently help economic recovery and reduction of future repair cost.

Even though one of the EU Transport policy goals is redirection to environmentally friendly transport modes, in order to establish railways as competitive market oriented mode in the SEETO region, it is essential to make new regional strategic approach to the development of the railways, as well as to secure more investments in intermodal freight terminals and transshipment facilities. This must be taken into thorough consideration due to the fact that major businesses for rail freight (coal, steel and cement) are disappearing from the market; hence orientation to containers is imposing as a logical solution.

In the time span of 2005-2010, € 138.31 million is invested in airports (3%) while other transport modes received € 160.3 millions. When compared to the previous analyzed period, growth of investments in airports and other modes is obvious, (5.3% airports, 18.9% in IWW/Seaports and IWW).

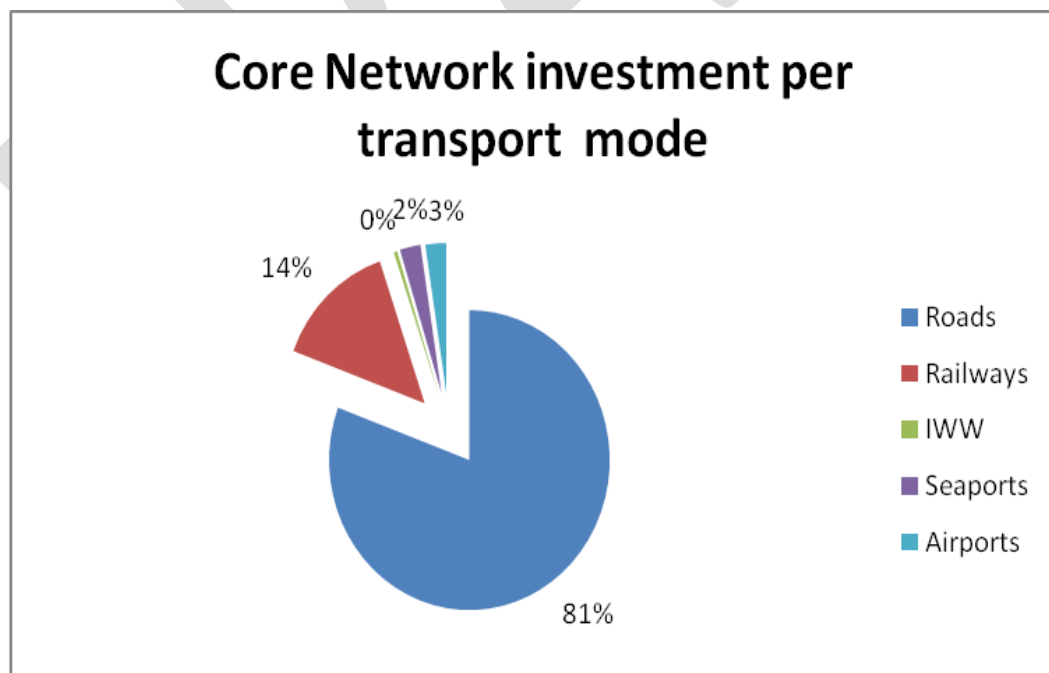


Figure 1 The Core Network investments per transport mode

With regards to the investments per country, in the time period 2005-2010, Croatia, with highest GDP, again made the largest investments in the infrastructure in SEE, totalling 3,365 billion €, accounting for 58% of the total investments. The second and third place, in terms of highest shares of investment is held by Albania and Serbia, although with significantly lower shares.

In order to make SEE region more competitive in Europe, infrastructure improvement required significant investment, firstly in rehabilitation and afterwards in upgrade of the current network just to be able to “keep up” with the rest of Europe. SEE region had and still has an ungrateful assignment of returning confidence of carriers and shifting transport flows to SEE region. To be able to cope with these demands, Participants started with rehabilitation and upgrade of the Core Network with large contribution of European Union and International Financial Institution. Due to this approach, SEE region experiences larger number of investments every year. In addition, it must be pointed out that Regional Participants allocate great amount of budget funds to infrastructure investment and their contribution to the infrastructure investments has already reached the limit point.

In terms of share of sources in projects financing, (Figure 2) some changes appeared in comparison to the last period. There were many reasons for these changes: increase of budget and other investments as well as different allocation of sources, due to the changes in collected data from previous years.

In regard to the total share of investments, it can be noticed that the greatest contributions to the investments were from “other” sources which are encompassing commercial loans, concessions, grants etc. Their share in total investments was 44% (€ 2,542 billion).

Considering the overall picture of investments in the Core Network, one might notice that the share of IFI loans of 23% (€1,335 billion) is simply insufficient. The highest number of IFI loans in SEE region can be found in Croatia and Serbia. As could be expected, of all the IFI investments, road sector, in period 2005 - 2010, has the largest part, totalling 997,214 M€ (75%). The share of IFI investments in the Core Railway Network is 19 %, which is 251.92 M€.

Looking at the data of the national budget investments in the Core Network for which data are available, the share of national budget investments is highest in roads with 75%, followed by railways which attracted significantly smaller share of budget investments of 21 %. Regarding national budget investments breakdown per values, Core Road Network accounted for € 1,404.5 billion and Core Railway Network- €395.19 million. Comparing to the previous period there is a noticeable increase of national budget investments in the overall investments.

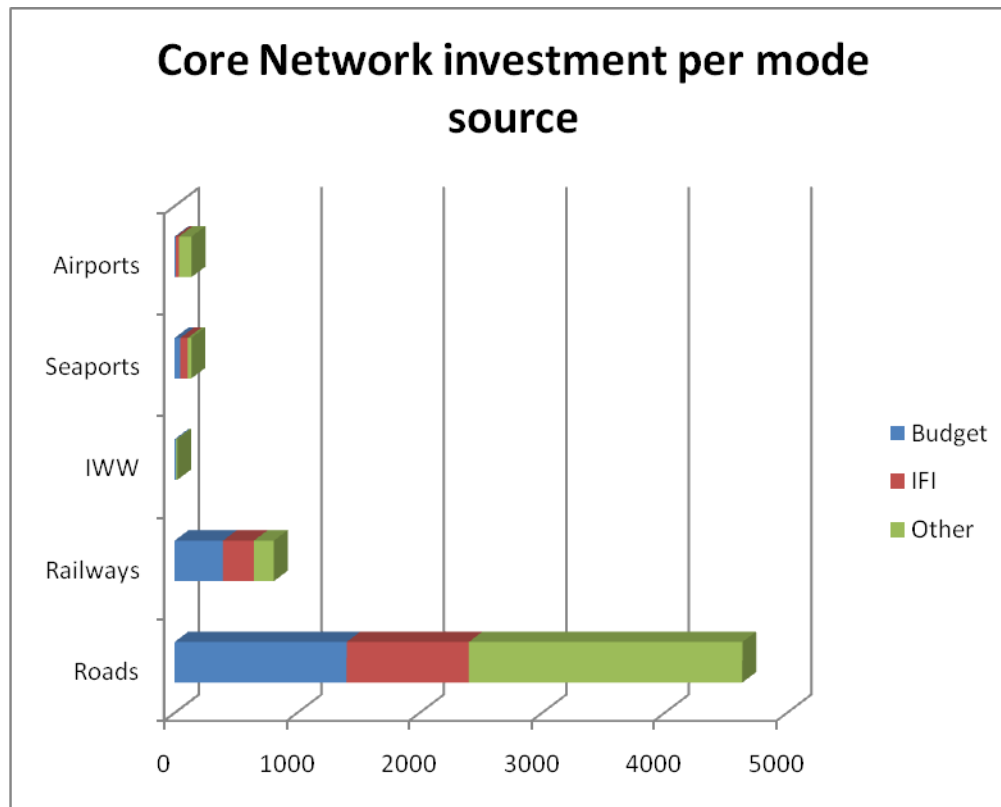


Figure 2 The Core Network investments per mode by source of financing

Taking into consideration that the largest investments are concentrated primarily in the road sector and afterwards in the railway sector, distribution of financial investment per corridor and routes in these two transport modes will be described in the following paragraphs.

Analysing sources of financing, as well as investments per specific road corridor or route, it can be noted that in the time span of 2005-2010, based on the collected data, largest amount of IFI investment for the road sector went to Corridor Vb, representing 37% of the total IFI investments in the roads, followed by the road Corridor VIII with approximately 17% of the share. As to investments from the national budget, Route 7 with total of 611.858 M€ (44%) of national budget investments has by far the biggest share, succeeded by Corridor X with 18% of the share of national budget investments.

Sources of financing denoted as "other" constitute the largest part of infrastructure investments in the SEE region. Regarding road investments, Corridor Vc and Route 1 are encompassing almost half of "other" investments, 24% and 23% respectively. The Road Network investments per corridor/route are shown in Figure 3.

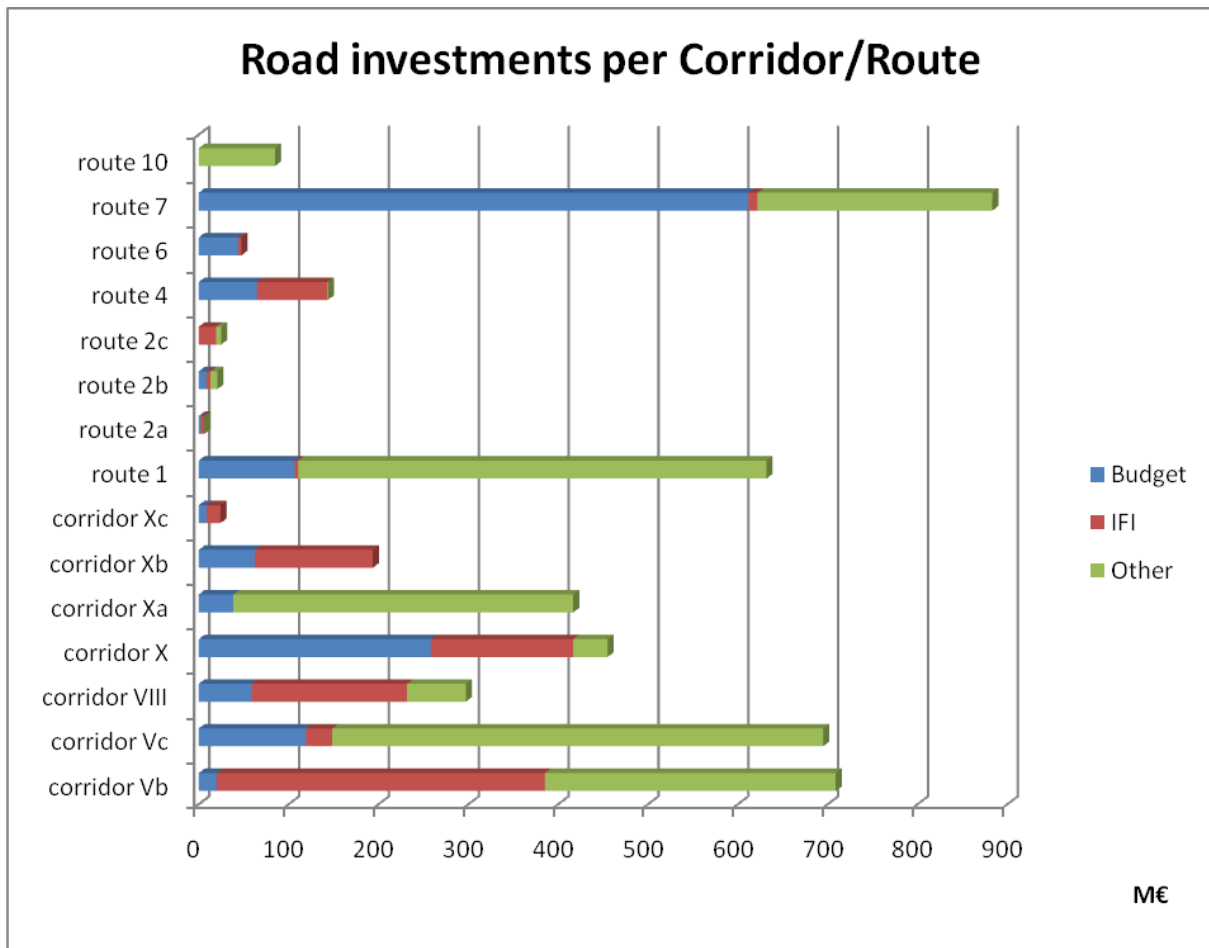


Figure 3 The Road Network investments per Corridors and Routes by source of financing

Concerning investments in rail sector, it can be noticed that they are substantially smaller than in the road sector. When looking at the breakdown per source of financing it can be seen that Corridor X attracted more than half of the IFI investments (51%). Together with Corridor Vc they are encompassing about 74 % of the IFI investments in the Core Rail Network. Similar situation can be seen in regard to the national budget investment, where biggest share of national budget investments are made in Corridor X with 32 % or 127.467 M € of all budget investments record.

When observing "other" investment in the rail transport it can be noticed that two rail lines have occupied almost all of the "other" investments: Route 1 with share of 67 % (110 M€) and Corridor X with 31 % (50.714 M€) of this source of financing. The Rail Network investments per corridor/route are shown in Figure 4.

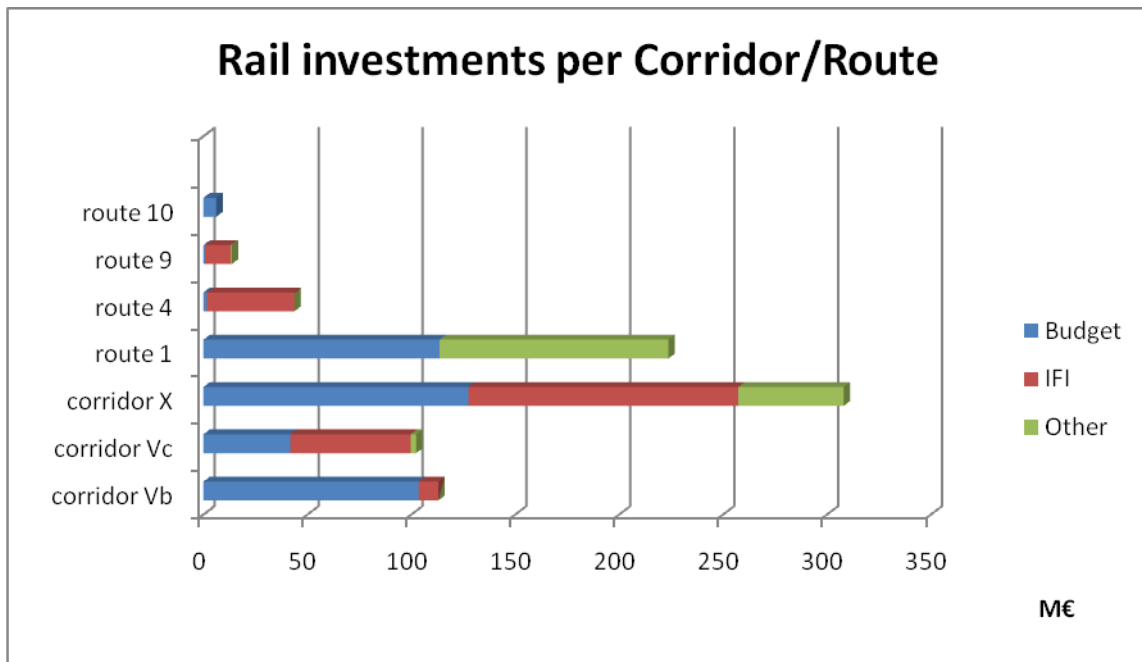


Figure 4 The Rail Network investments per Corridors and Routes by source of financing

In addition, it has to be emphasized that Core Network represents one layer network and that there is no difference in importance or treatment in regard to division on Corridors/Routes, which in some sense can be seen from the investments in the Core Network.

3 CONCLUSION

Based on the collected data, it can be concluded that investments in railway infrastructure are still mostly directed in regular maintenance on partial sections. The results of that are different level of efficiency, safety and service across the network which is not in function of establishing railways as effective, safe, accessible, environmentally friendly and foremost reliable transport mode. Development of the rail network is not stimulated, and if this course is ought to be kept in the future, railway will have problems of meeting the demand from the uprising global transport market.

In regard to investments in road infrastructure, in the period of 2005-2010 and in comparison to the previous analysed time period, it can be concluded that road infrastructure investments are holding a steady course. In terms of financing, construction of new motorways is taking the biggest share of all investment record, consequently attracting greater amount of transport flows.

Concerning other transport modes (air, IWW, maritime), region is experiencing an increase in investments. With 5% of total investment value they are still significantly lower than investments in inland transport. Investments are streamlined in upgrade of existing capacities and rehabilitation, while major new constructions are still in their infancy stage, nevertheless must be emphasized that positive movements in this sector are made. Therefore in the next period we can expect to witness serious investments in the infrastructure development in order to meet increased transport volume.

Conclusions which can be made from the Core Network investments analysis are following:

- Greatest share of investments are still directed into the Core Road Network (81% of all investments record) insuring already predominant position of road transport. As it was presented, investment in rail, IWW, air and maritime sector are significantly lower. Having in mind the development of the air transport flows (in SEE region and EU), higher amounts of investments can be expected. Even though national transport strategies and EU Transport Policy are envisaging development of environmental friendly transport modes (railways, IWW and maritime), hence increased investment in these modes, in the next mid-term period, current orientation of dominantly investment in road sector in SEE region is more likely scenario. However, it is obvious that investments in railways and other transport modes have grown in comparison to the previous reporting period.

- Growth of national economies enabled national budgets to increase the amount of investments, year by year. The actual figure is 33 % of all investments record. However, most of the funds are secured by other institutions (44%) while IFI have the smallest percentage of 23%. Therefore in the future period, one of the major questions will be what measures to undertake to attract more IFI investments.
- Investments in the Core Network have numerous positive impacts. Quality of movement of goods and passengers in the SEE region is substantially improving over the years. Development of the socio-economic situation, as well as the increased connectivity with TEN-T network is among important positive effects. Core Network is the essential platform for integration of all transport modes in the region and for efficient connection with the European Union.

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REMARKS

SOURCE of financing

National Budget -Budget of the SEETO Participant

IFI - Investments from International Financial Institutions include EIB, EBRD and WB

Other - European government loans, grants (Japan, Canada, Spain, etc.), European national development banks loans (e.g. KfW, IDB, etc.), EU Programme funds (ISPA, CARDS, PHARE, EAR, etc.) and other sources.

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4 ANNEX I

THE CORE ROAD NETWORK INVESTMENT

Corridor V

Branch b: Rijeka – Zagreb – Gorican

Table 1 Projects implemented on the Corridor Vb

Part.	Project name	Project Schedule	Total length (km)	Total Cost (M€)	Source of financing		
					Budget (M€)	IFI (M€)	Other (M€)
Croatia	Kupjak – Vrbovsko - Bosiljevo (construction)	2005-2007	11.4	66.656		58.224	8.432
	Kikovica - Stara Susica (construction)	2006-2008	44.13	383.413		307.548	76.865
	Section: Rijeka bypass (construction)	2008-2009	31.3	135			135 (concession)
	Rupa – Jusici (construction)	2004-2005	14	109.671	17.547		92.124
	Gorican - Hungarian border (construction)	2007-2008	1	13.356	2.137		11.219

Branch c: Ploce – Mostar – Sarajevo – Osijek – Udvar

Table 2 Projects implemented on the Corridor Vc

Part.	Project name	Project Schedule	Total length (km)	Total Cost (M€)	Source of financing		
					Budget (M€)	IFI (M€)	Other (M€)
Croatia	Osijek – Sredanci (construction)	2005-2009	56	487.397	77.983		409.414
	Interchange Ploce - Ploce Port (construction)	2007-2008	8	163.000	26.080		136.92
Bosnia and Herzegovina	Dobrinje-Visoko (construction)	2007	7.6	15.0	15.0		
	Seslije-Samac (reconstruction)		13	17		17 EBRD	
	Maglaj-Zepce- Zenica (rehabilitation)	2006		0.66	0.10	0.56 WB	
	Jablanica – Potoci and Dracevo- border BH/CRO (rehabilitation)	2008	24.04	2.07		2.07 EIB	
	Nemila- Zenica – Lasva (rehabilitation)	2008	20.89	2.71		2.71 EIB and EBRD	
	Jablanica- Jablanica (rehabilitation)	2008- 2009	19.20	1.44		1.44 EBRD	
	Zepce- Nemila and Bradina – Ostrozac (rehabilitation)	2008- 2009	44.80	5.8		5.8 EBRD	

Corridor VIII

Table 3 Projects implemented on the Corridor VIII

Part.	Project name	Project Schedule	Total length (km)	Total Cost (M€)	Source of financing		
					Budget (M€)	IFI (M€)	Other (M€)
Albania	Lushnje – Fier (construction)	2006-2009	22	23.5			23.5 Italian Government
	Fier – Vlore (construction)	2007 –	43	102		60 EBRD/ EIB	42 Italian Government
	Elbasan – Librazhd (construction)	2003-2005	25	20.8		20.8 EBRD/ Italian Government	
	Qafe Thane – Pogradec (rehabilitation)	2009-2011	24	16 MUSD	16 MUSD		
	Q.Pillice-Korce (construction)	2009-2011	29	20	20		
The former Yugoslav Republic of Macedonia	Skopje bypass (construction)	1999-2009	27	120.36	28.08	32.28 EBRD 60.00 EIB	

Corridor X

Main Alignment: Bregana – Zagreb – Beograd – Nis – Skopje – Bogorodica

Table 4 Projects implemented on the Corridor X

Part.	Project name	Project Schedule	Total length (km)	Total Cost (M€)	Source of financing		
					Budget (M€)	IFI (M€)	Other (M€)
Croatia	Zupanja – Lipovac (construction)	2004-2006	30	114.822	18.372	90.00	6.45
Serbia	Belgrade by pass, Sectors 1-4 (construction)	1988-2008	25	140.40	140.40		
	Batrovci – Batajnica (rehabilitation)	2002-2005	105	16.97	0.12	16.85 EIB	
	Pozarevac – Batocina (rehabilitation)	2002-2005	51	10.82	0.12	10.7 EIB	
	Batocina Pecenjvice (rehabilitation)	2004-2006	150	9.7	2.6	7.1 EBRD	
	Leskovac-Bujanovac (construction)	1992-2009	21.8	92.8	92.8		
	Pecenjvice – Grdelica (rehabilitation)	2002-2005	29.6	15.9	0.9	15 EBRD	
	Dzep – Presevo (rehabilitation)	2002-2005	71.0	15.9	0.9	15 EBRD	
	Grdelica – Predejane – Dzep (rehabilitation)	2002-2006	15.5	4	0.2	3.8 EIB	
The former Yugoslav Republic of Macedonia	Negotino-Demir Kapija (construction)	2003-2005	6.5	11.938	1.796		10.142
	Demir Kapija-Gevgelija (bridges)	2007-2008	17.3	15.911 MUSD			15.911 MUSD
	Katlanovo-Veles (bridges)	2006-2007	23.63	16.704 MUSD			16.704 MUSD

Branch a: Donji Macelj – Zagreb

Table 5 Projects implemented on the Corridor Xa

Part.	Project name	Project Schedule	Total length (km)	Total Cost (M€)	Source of financing		
					Budget (M€)	IFI (M€)	Other (M€)
Croatia	Zagreb – Macelj (construction)	2004-2007	25	367.793	22.807		344.986
	Zagreb – Macelj (construction)	2004-2009	23	22.440	11.439		11.001
	Zagreb – Macelj (construction + border crossing)	2008-2009	1	26.685	4.270		22.415

Branch b: Horgos – Novi Sad – Beograd

Table 6 Projects implemented on the Corridor Xb

Part.	Project name	Project Schedule	Total length (km)	Total Cost (M€)	Source of financing		
					Budget (M€)	IFI (M€)	Other (M€)
Serbia	Subotica –Horgos (construction)	2003-2009	10	9	9		
	Novi Sad-Subotica (construction)	2003-2009	10	43.5	43.5		
	Zone Novi Sad (construction)	1998-2010	9	50.8	8.2	42.6 EIB	
	Novi Sad – Beska (construction)	1998-2006	19	15.7		15.7 EIB	
	Beska – Batajnica (construction)	1998-2009	58	20		20 EIB	
	Novi Sad – Belgrade (rehabilitation)	2001-2008	70	7.9		7.9 EBRD	
	Old Beska bridge (rehabilitation)	1998-2010	2	10.2	1.7	8.5 EIB	
	New Beska bridge (construction)	2001-2011	2.7	36.8		36.8 EIB	

Branch c: Nis – Dimitrovgrad

Table 7 Projects implemented on the Corridor Xc

Part.	Project name	Project Schedule	Total length (km)	Total Cost (M€)	Source of financing		
					Budget (M€)	IFI (M€)	Other (M€)
Serbia	Dimitrovgrad - border Bulgaria (construction)	1997-2012	18	7.7	7.7		
	Niska Banja – Dimitrovgrad (rehabilitation)	2002-2005	89	11.7	0.7	11 EBRD	
	Nis – Pirot (tunnels)	2005-2006	6	4.8	0.4	4.4 EBRD	

Route 1

Main alignment: Bosiljevo – Split – Ploce – Neum – Dubrovnik – Bar

Table 8 Projects implemented on the Route 1

Part.	Project name	Project Schedule	Total length (km)	Total Cost (M€)	Source of financing		
					Budget (M€)	IFI (M€)	Other (M€)
Croatia	Split – Ploce (construction)	2005-2008	77	616.411	98.626		517.785
Montenegro	Pcinja bridge (reconstruction)	2004-2005	0.2	0.43		0.43 EIB	
	Jaz - Zuta Greda (reconstruction)	2006	0.5	0.25	0.25		
	Budva - Petrovac (reconstruction)	2007	1.20	1.89			1.89 EAR

	Kufin and Becici-Rafailovici (reconstruction)	2007-2008	6.7	4.67	1.78	2.89 EIB	
	Sutomore - Bar (reconstruction)	2008	1.35	1.0	1.0		
	Jok Megdan-junction Meljine (reconstruction)	2007-2008	1.4	1.30	1.3		
	Rafailovici-Kamenovo (reconstruction)	2006-2007	1.6	1.63			1.63 EAR
	Lepetani (reconstruction)	2008	0.55	0.55	0.55		
	Budva - Petrovac (reconstruction)	2008	0.14	0.93	0.93		
	Kamenari (upgrade)	2008-2009	0.6	1.60	1.60		
	Debeli Brijeg-Herceg Novi - Kotor (landslides, retaining walls, rehabilitation)	2010	1.02	0.33	0.232	0.09 8 EIB	
	Reconstruction of intersection Tivat - Radovići - Budva - Kotor and rehabilitation of section Kotor-Lepetani-Petrovac	2010 - 2011	4.902	0.799	0.475	0.32 4 EIB	
Bosnia and Herzegovin^a	Passage through Neum (reconstruction)	2007	12.27	0.28	0.28		

Route 2a

Table 9 Projects implemented on the Route 2a

Part.	Project name	Project Schedule	Total length (km)	Total Cost (M€)	Source of financing		
					Budget (M€)	IFI (M€)	Other (M€)
Bosnia and Herzegovina	Bypass Banja Luka (rehabilitation)	2005	1.20	1.34		1.34 EIB	
	Dobrinja-Bogatic (rehabilitation)	2005	44.10	1.20		1.20 EIB	
	D. Vakuf- Travnik-Lasva (rehabilitation)	2005		1.43	1.43		
	Turbe -Travnik - Dolac (rehabilitation)	2007-2009	8.48	0.69	0.69		
	Podmilacje – Jajce- Donji Vakuf and D.Vakuf-Turbe- Travnik (rehabilitation)	2004-2007		1.85	0.28	1.57 WB	

Route 2b

Table 10 Projects implemented on the Route 2b

Part.	Project name	Project Schedule	Total length (km)	Total Cost (M€)	Source of financing		
					Budget (M€)	IFI (M€)	Other (M€)
Albania	Fushe Kruje – Vore (rehabilitation)	2006-2008	13	11			11 MUSD IDB
Bosnia and Herzegovina	Dobrinja-Bogatic	2006	17.6	0.73		0.73 WB	
	Trnovo- Dobro Polje	2005	45.3	1.41		1.41 EIB	
Montenegro	Podgorica – Bozaj (reconstruction)	2005	4.6	0.43		0.43 EIB	
	Scepan Polje bridge (rehabilitation)	2006	0.1	0.18		0.18 EIB	
	Route 2b reconstruction	2007	24.0	1.73		1.73 EIB	
	Border crossings Debeli Brijeg and Scepan Polje (rehabilitation)	2007	1.0	0.40			0.4 EAR
	Niksic by pass	2008-2009	5,0	3.681	3.681		
	Niksic- Podgorica (reconstruction)	2009	4.4	4.82	4.82		

Route 2c

Table 11 Projects implemented on the Route 2c

Part.	Project name	Project Schedule	Total length (km)	Total Cost (M€)	Source of financing		
					Budget (M€)	IFI (M€)	Other (M€)
Albania	Tepelene – Gjirokaster (rehabilitation)	2005-2008	23	25		19.5 EIB Loan	5.5 EU Phare Programme

Route 4

Main alignment: Vatin – Belgrade – Bar

Table 12 Projects implemented on the Route 4

Part.	Project name	Project Schedule	Total length (km)	Total Cost (M€)	Source of financing		
					Budget (M€)	IFI (M€)	Other (M€)
Serbia	Ovcar Banja (Bridges and tunnel)	2002-2006	1.6	7.8	1	6.8 EIB	
	Vladimirovac – Vrsac (rehabilitation)	2002-2006	36	10.14	0.54	9.6 EIB	
	Beograd –Pancevo (rehabilitation)	2005-2006	11	2.8		2.8 EIB	
	Stopanja –Nevade (rehabilitation)	2002-2006	11.85	3.3	0.4	2.9 EBRD	
	Borova Glava - Kokin Brod (bridges)	2002-2006	18	14.74	0.14	14.6 EIB	
	Kokin Brod – Kolovrat (rehabilitation)	2002-2009	39	14.8	7.6	7.2 EIB	

Montenegro	Vesiste-Duga, Bogutovski potok-Subadanj, Seoce I-Seoce II (rehabilitation and construction)	2004-2005	6.6	6.07		6.07 EIB	
	Tunnels 29 and 30 (reconstruction)	2005-2006	0.5	0.7	0.7		
	Bakovica klisura Galery (construction)	2005-2006	0.5	0.85			0.85 EAR
	VRMAC (tunnel)	2004-2008	1.6	14.73		14.73 EIB	
	Mojkovac bridge (reconstruction)	2005	0.2	0.09		0.09 EIB	
	Tunnels 18 and 33 (reconstruction)	2006-2007	0.4	0.94		0.94 EIB	
	„Bankovici and Bijela Stena tunnel (reconstruction)	2005	0.3	0.92		0.92 EIB	
	Petrovac – Virpazar (reconstruction)	2006-2007	0.5	0.30	0.30		
	R4 route rehabilitation	2006	25.4	1.76		1.76 EIB	
	Tunnels 7, 8 and 9 (reconstruction)		0.5	0.63		0.63 EIB	
	Mioska –Kolasin (reconstruction)	2007-2008	8.5	9.10		9.1 EBRD	
	Bijelo Polje by pass (upgrade)	2008-2010	4.00	13.81	13.81		
	Kolasin by pass (new)	2008-2010	2.0	2.00	2.00		
	Podgorica airport junction and Golubovci by pass (reconstruction)	2009-2010	12.8	36.77	36.77		
	Motorway Bar-Boljare (Expropriation)	2010		1.617€	1.617		

Route 6

Main alignment: Ribarevina – Ribarice – Pristina – Skopje

Table 13 Projects implemented on the Route 6

Part.	Project name	Project Schedule	Total length (km)	Total Cost (M€)	Source of financing		
					Budget (M€)	IFI (M€)	Other (M€)
Kosovo (under UNSCR 1244/99)	Pristina – Lipljan	2006-2008	8	14.664	14.664		
	Pristina – Shkabaj	2006-2009	3	8.416	8.416		
Montenegro	Ibar 2 bridge (reconstruction)	2005-2006	0.2	0.45		0.45 EIB	
	Rozaje – Spiljani (reconstruction)	2007	0.3	0.25	0.25		
	Rozaje – Spiljane (rehabilitation)	2008	26.00	1.88		1.88 EIB	
	Zeleni - Crnja and Rozaje by pass (reconstruction)	2008-2010	3.41	3.75	3.75		
	Bac 1, Bac 2 and Ibar 3 bridges (reconstruction)	2008-2009	0.40	1.08		1.08 EIB	
	Berane (construction)	2008-2010	3.11	3.68	3.68		
Serbia	Spiljani - Ribarici	2004-2009		13.5	13.5		

Route 7

Main alignment: Lezhe – Pristina – Doljevac

Table 14 Projects implemented on the Route 7

Part.	Project name	Project Schedule	Total length (km)	Total Cost (M€)	Source of financing		
					Budget (M€)	IFI (M€)	Other (M€)
Serbia	Doljevac-Zitoradja – Prokuplje (rehabilitation)	2006-2008	13	5.5	5.5		
	Milot – Rreshen (construction)	2007-2010	26	30 MUSD		15 WB	15 OPEC Fund
Albania	Rreshen – Kalimash (construction)	2006-2010	61	741	521		220 Commercial loan
	Kalimash – Rexhepaj (construction)	2008-2010	5	47.7 MUSD	4.6		43.1 IDB
	Rexhepaj – Morine (construction)	2008-2011	23	82	82		

Route 10

Main alignment: Pula-Rijeka-Zuta Lokva

Table 15 Projects implemented on the Route 10

Part.	Project name	Project Schedule	Total length (km)	Total Cost (M€)	Source of financing		
					Budget (M€)	IFI (M€)	Other (M€)
Croatia	Pula - Kanfanar	2008-2010	28	85			85 (concession)

CORE RAIL NETWORK INVESTMENT

Corridor V

Branch b: Sapjane – Zagreb – Botovo

Table 16 Projects implemented on the Corridor Vb

Part.	Project name	Project Schedule	Total length (km)	Total Cost (M€)	Source of financing		
					Budget (M€)	IFI (M€)	Other (M€)
Croatia	Moravic-Rijeka-Sapjane and Skrljevo-Bakar (upgrade)	2007-2009	129	46.525	46.525		
	Botovo-Zagreb-Rijeka (rehabilitation)	2004-2009	329	66.521	57.049	9.472 EIB	

Branch c: Beli Manastir – Osijek – Sarajevo - Ploce

Table 17 Projects implemented on the Corridor Vc

Part.	Project name	Project Schedule	Total length (km)	Total Cost (M€)	Source of financing		
					Budget (M€)	IFI (M€)	Other (M€)
Croatia	Beli Manastir-Slavonski Samac and Metkovic-Ploce (rehabilitation)	2004-2009	126	65.872	40.190	25.682 EIB	
Bosnia and Herzegovina	Design, Supply, Installation and Commission of new Electronic Interlocking	2004-2006		10.0		10.0 EBRD	
	Installation of CTC Doboj	2004-2006		0.70		0.7 EBRD	

Doboj Station Building (rehabilitation)	2004-2005		0.55		0.55 EIB	
Installation of new information system	2005-2006		1.22			1.22 Canada
Jedrenje line Konjic-Mostar (tunnel)	2004-2006	3.24	1.385			1.385 Japan
Bradina-Konjic (overhaul)	2005-2006	26	8.217		8.217 EIB	
Signalling system at 15 stations (modernization)	2004-2009		9.865		9.865 EBRD	
Rehabilitation of track and signalling at corridor	2005-2007		2.0		2.0 EC	
Sarajevo-Bradina; Samac-Doboj (reconstruction)	2006-2009		0.99		0.99 EC	
Sarajevo-Samac (rehabilitation)	2005-2006	108.5	1.015	1.015		
Sarajevo-Capljina (rehabilitation)	2007	104.6	0.393	0.393		
Sarajevo-Samac (rehabilitation)	2007	72.0	0.147	0.147		

Corridor X

Main Alignment: Savski Marof – Zagreb – Beograd – Nis – Skopje – Gevgelija

Branch a: Donji Macelj – Zagreb; Branch b: Subotica – Novi Sad – Beograd; Branch c: Nis – Dimitrovgrad and Branch d: Veles – Bitola – Medzitlija.

Table 18 Projects implemented on the Corridor X

Part.	Project name	Project Schedule	Total length (km)	Total Cost (M€)	Source of financing		
					Budget (M€)	IFI (M€)	Other (M€)
Croatia	Savski Marof – Tovarnik (rehabilitation)	2004-2009	317	50.786	50.786		
	Vinkovci - Tovarnik-Serbian border rehabilitation	2007-2011	33.9	75.761	46.972		28.789 M€ ISPA
	Equipment for maintenance, modernization and construction	2004-2009		19.565	0.268		19.297 KfW
	Optical telecomm. network	2005-2009		23.430	20.033	3.397 EIB	
The former Yugoslav Republic of Macedonia	Station Tabanovci (construction)	2005-2007	0.617	0.791			
	Station Skopje Jug and Madzari Skopje Jug section (upgrade)	2005-2007	2.3	0.687			
	Dubrovo-Demir Kapija (rehabilitation)	2006	4.0	0.612			
	Station Kadina Reka (rehabilitation)	2007	0.5	0.88			
	Gradsko-Sivec (rehabilitation)	2007	2.5	0.196			
	Pcinja-Rajko Zinzifov-Veles (rehabilitation)	2007	4.5	0.523			
	Crossrail A-Ilinden	2008	4.2	0.455			

	(rehabilitation)						
	Dubrovo-Demir Kapija (rehabilitation)	2008	2.0	0.294			
	Negotino-Dubrovo (rehabilitation)	2008-2009	5.6	0.987			
	Klisura-Gevgelija (upgrade)	2007-2009	37.0	0.784			
	Telecomanding regulation of traffic on section Tabanovci - Gevgelija	2009-2010	215	1.132	0.199	0.805	0.128
Serbia	Belgrade-Subotica section Cortanovci-Petrovaradin (rehabilitation)	2004-2006	15.0	13.4		13.4 EIB	
	Belgrade - Nis section Kusadak - Velika Plana (rehabilitation)	2004-2006	22.9	16.4		16.4 EIB	
	Nis - Dimitrovgrad section Dimitrovgrad - State border (rehabilitation)	2004-2006	8.0	15.9		15.9 EIB	
	Border station Dimitrovgrad (rehabilitation)	2005-2009		2.5			2.5 EAR
	Belgrade-Sid section Nova Pazova - Stara Pazova (rehabilitation)	2005	8.0	3.0	3.0		
	Belgrade-Sid section Batajnica - Golubinci (rehabilitation)	2007-	24.0	21.8		21.8 EIB	
	Belgrade - Nis section Jovac - Cuprija (rehabilitation)	2007-	10.5	27.6		27.6 EIB	
	Nis-Dimitrovgrad section Cele kula - Stanicenje (rehabilitation)	2007-	60.0	30.6		30.6 EIB	

Route 1

Main alignment: Ostarije – Split

Table 19 Projects implemented on the Route 1

Part.	Project name	Project Schedule	Total length (km)	Total Cost (M€)	Source of financing		
					Budget (M€)	IFI (M€)	Other (M€)
Croatia	Ostarije – Split (rehabilitation)	2004-2009	326	213.692	113.692		110 KfV

Route 4

Main alignment: Vrsac – Belgrade – Bar

Table 20 Projects implemented on the Route 4

Part.	Project name	Project Schedule	Total length (km)	Total Cost (M€)	Source of financing		
					Budget (M€)	IFI (M€)	Other (M€)
Serbia	Belgrade - Bar section Resnik - Vreoci – Valjevo (rehabilitation)	2004-2006	41.0	18.5		18.5 EIB	
Montenegro	Trebesnica – Lutovo- Bratonožic (slops repair)	2005-2006	0.3	1.12		1.12 EIB	
	Mojkovac and siding Trebiljevo (overhaul)	2005-2007	12	1.8		1.8 EIB	
	„Mojkovac“ (tunnel)	2005-2007	3.46	1.76		1.76 EIB	

Vrbnica-Bijelo polje and 3 track in station Bijelo Polje (rehabilitation)	2006-2007	12.5	1.3		1.3 EIB	
Bridges at line Vrbnica- Bar	2008-2009	1.8	1.0	1.0		
Station Bar (repair)	2008-2009		0.3	0.3		
station Bijelo Polje and siding Krusevo (new traks)	2007-2008	2.4	0.45	0.45		
landslide at Podgorica – Bar, section Virpazar-Sutomore and Sutomore-Bar (rehabilitation)	2007-2009	1.0	2.5		2.5 EBRD	
Trebaljevo-Kolasin, Kos and Trebesica (tunnels)	2007-2009	2.1	2.93		2.93 EBRD	
Sanation of slope at 6 locations and bulding 3 protective planes	2008-2009	0.513	3.43		3.43 EBRD	
Trebesica and siding Bratonozić (rehabilitation)	2008-2009	0.5	0.9		0.9 EBRD	
Bijelo Polje-Krusevo – Mijatovo kolo (rehabilitation)	2009-2010	18.5	7.8		7.8 EIB	

Route 9

Main alignment: Banja Luka – Doboj

Table 21 Projects implemented on the Route 9

Part.	Project name	Project Schedule	Total length (km)	Total Cost (M€)	Source of financing		
					Budget (M€)	IFI (M€)	Other (M€)
Bosnia and Herzegovina	Overpass Doboj-Kostajnica (new)	2004-2009		0.75	0.75		
	Josavka-Banja Luka (overhaul)	2004-2005	23.0	10.0		10.0 EIB	
	Information system	2005-2009		0.46			0.46 Canadian Government
	Design, Supply, Installation and Commissioning of new Electronic Interlocking	2004-2006		2.5		2.5 EIB	

Route 10

Main alignment: Kraljevo – Pristina – Gorce Petrov

Table 22 Projects implemented on the Route 10

Part.	Project name	Project Schedule	Total length (km)	Total Cost (M€)	Source of financing		
					Budget (M€)	IFI (M€)	Other (M€)
Kosovo (under UNSCR 1244/99)	Centralized Traffic Control System - CTC	2005–2006		0.955	0.955		
	Level Crossings	2005		0.617	0.617		
	Centralized Traffic Control System, Active Transmission System, 4 railway crossing and fibre optic cables	2006		1.764	1.764		
	Interface Interlocking, axel counters and rails type S49	2007		1.375	1.375		
	Supply with track materials, signalling and telecomm. and CTC Interlocking	2008		1.500	1.500		

THE CORE IWW AND IWW PORT NETWORK INVESTMENT

Inland Waterways Corridor VII

Table 23 Projects implemented on the Core IWW Network

Part.	Project name	Project Schedule	Total length (km)	Total Cost (M€)	Source of financing		
					Budget (M€)	IFI (M€)	Other (M€)
Croatia	Danube river (improvement)	2005-2009		5.753	5.753		
	Sava river (improvement)	2005-2009		6.986	6.986		
Serbia	Danube river RIS (upgrade)	2008-	588	10.5			10.5

THE CORE SEA PORT NETWORK INVESTMENT

Table 24 Projects implemented on the Core Network Seaports

Part.	Project name	Project Schedule	Total length (km)	Total Cost (M€)	Source of financing		
					Budget (M€)	IFI (M€)	Other (M€)
Croatia	Rijeka port (construction)	2004-2009		15.31	5.75	9.56	
	Split port (construction)	2004-2009		11.768	8.424		3.344
	Ploce port improvment (rehabilitation)	2004-2008		10.767	8.849		1.918
	Ploce port Container terminal (construction)	2006-2009		36.00	14.4	21.6	
	Ploce port Bulk Cargo (construction)	2007-		2.35	0.47	1.88	

	Ploce port Port infrastructure (rehabilitation)	2007-		1.2	0.48	0.72	
	Ploce port IT System (upgrade)	2006-2007		0.45		0.45	
	Dubrovnik Port (rehabilitation)	2004-2009		28.904	5.205	0	23.699
	Seaport Dubrovnik new docking shore	2009-2010		26.5		26.5 EBRD	
	Split port	-2010		3,78	2,43		1,35

THE CORE AIRPORT NETWORK INVESTMENT

Table 25 Projects implemented on the Core Network Airports

Part.	Project name	Project Schedule	Total length (km)	Total Cost (M€)	Source of financing		
					Budget (M€)	IFI (M€)	Other (M€)
Croatia	Zagreb Airport (construction)	2004-2009		21.692			21.692
	Dubrovnik Airport (construction)	2005-2010		29.6	4.5		25.1
Serbia	Belgrade Airport (rehabilitation)	2005		6.8			6.8
	Belgrade Airport (reconstruction)	2006-2009		26.8			26.8
Bosnia and Herzegovina	Sarajevo Airport (Improvement)	2005-2008		2.27			2.27
	Banja Luka Airport (reconstruction)	2006	2.5	3.5	3.0		0.5
Montenegro	Passenger terminal at Podgorica Airport (new)	2004-2006		13.0		8.0 EIB 4.0 EBRD	1.0 Airport Montenegro

	Podgorica Airports (upgrade)	2004-2009		6.130		0.63 EBRD	5.5 Airport of Montenegro and KOICA
	Podgorica Airport (reconstruction)	2007-2009		13.01		6.51 EBRD 6.5 EIB	
Kosovo (under UNSCR 1244/99)	Pristina Airport (rehabilitation)			15.5	2		Commercial Loan 13.5