


 ŽELJEZNICE REPUBLIKE SRPSKE A.D. DOBOJ

IMPROVEMENT OF RAILWAY INFRASTRUCTURE ON THE MAIN CORRIDORS IN B&H AS THE FACTOR OF ECONOMIC DEVELOPMENT AND REGIONAL INTEGRATION

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MAIN RAIL CORRIDORS IN B&H



-Corridor parallel to Corridor X (St. Bork - Dobričin-Novi Grad-Banja Luka-Doboj-Tuzla-Zvornik Novi)

-Pan-European Corridor Vc (St. Bork gr.Šamac-Doboj-Sarajevo-Mostar-Čapljina/Ploče)

Legend:
 Double-track: Solid line
 Single-track: Dashed line
 Electrified tracks: Line with 'V' symbol
 Regional: Blue line
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EUROPEAN CORRIDORS SURROUNDING B&H



PAN-EUROPEAN TRANSPORT CORRIDOR No. V
 MAIN LINE, BRANCH A, BRANCH B, BRANCH C
 Parallel to Cor. X
 Wc

EXTENDED SEETO NETWORK-Route 9A

According to the „SEETO Comprehensive Network Development Plan 2014“, the 224 km long railway route „Route 9A: Banja Luka – Doboj – Tuzla – Brčko“ was defined.



Legend:
 SEETO Comprehensive Network
 Existing
 Planned
 1:50,000 Scale Network

PROSPECTS

- ŽRS and ŽFBH have based their long-term continental and regional primary integration of their territory, by means of constructed transport infrastructure network, on the following paneuropean corridors:
 - Corridor X (construction unfinished) Salzburg – Ljubljana – Zagreb – Beograd – Niš – Skoplje – Solun, and
 - Corridor Vc: Budapest – Osijek – Vukosavlje – Sarajevo – Ploče.
- B&H is strategicly oriented to develop transport sector which will be sustainable, integrated in European systems and which will support and stimulated its economic and spatial development.
- With the development of railway and telecommunication infrastructure we wish to achieve greater integration of B&H area, greater territorial cohesion, economic and cultural prosperity and an efficient linkage to neighboring countries.
- Recovery of heavy industry and mining basins in Bosnia and Herzegovina, extension of the Port of Ploče on the south leg of Corridor Vc and secured funds for rehabilitation of IWW of river Sava and Port of Brčko, has enabled prospects for demand in the railway sector. The demand for transport services from heavy industry and other rail freight users, including transit of freight through B&H, has been growing in the previous years.

STATUS ASSESSMENT

- Transport of the heavy, bulk and liquid freight is a task which railways can complete in the best way and with largest profitability. This transport in B&H is essential for railways because the majority of their revenues (over 90%) is generated from the freight transport.
- Rail transport of bulk freight contributes to overall competitiveness of B&H economy, due to smaller transport costs in comparison to transport by lorries/trailer trucks. Besides, employment and its preservation within this industry (approximately 30 000 people are directly involved in this industry) may be jeopardized should the railways have difficulties in provision rail transport services.
- The traffic generated from heavy industry in the country is growing so rapidly that the rail capacities may soon become the limitation for B&H economy growth.
- The line section Dobričin – Banja Luka (Doboj) is key to ŽRS, because over 70% of overall freight is transported along this section. Nevertheless, this line section is not part of the SEETO network.

ŽRS PASSENGER TRANSPORT

Year	Passengers	Passenger kilometers
2015	177,200	12,507,563
2014	174,000	12,200,000
2013	211,400	14,800,000
2012	317,000	22,100,000
2011	317,000	21,357,000
2010	400,500	24,736,000
2009	448,000	27,350,000
2008	733,056	39,242,170
2007	713,000	35,872,000
2006	771,146	35,345,400
2005	823,865	34,261,430
2004	838,000	33,860,302
2003	855,350	35,660,000
2002	910,220	37,400,000
2001	1,100,000	41,235,000
2000	1,134,000	37,574,000
1999	1,613,000	41,500,000

ŽRS FREIGHT TRANSPORT

Year	Freight	Net-ton kilometers
	Tons	Ton-kilometers
2015	4,963,711	450,226,165
2014	5,080,000	428,360,000
2013	5,191,000	455,400,000
2012	5,371,000	456,563,000
2011	5,196,000	424,805,000
2010	5,087,000	386,880,000
2009	4,101,000	327,000,000
2008	5,075,800	366,029,500
2007	5,322,770	396,603,600
2006	5,345,720	413,328,204
2005	5,324,206	414,444,920
2004	2,656,500	170,096,347
2003	1,330,600	104,463,000
2002	1,143,700	128,462,000
2001	1,050,000	117,000,000
2000	1,004,000	84,032,000
1999	531,150	47,800,000

CHALLENGES (1)

Corridor parallel to Corridor X

Line / Section	Total ca. (km)	Note	Associated with Corridor
Doboj-Tuzla (constructed in 1953, last overhaul in 1985)	57.6 km	Preliminary design under preparation and previous feasibility studies for overhaul and modernization	Corridor parallel to Corr. X Belongs to SEETO Comprehensive network
Tuzla) B. Poljana – Živinice - Zvornik (constructed in 1991)	57 km	No activities from EU	Corridor parallel to Corr. X Still not included in SEETO network
Doboj - Banja Luka (constructed in 1951, last overhaul in 2013)	94 km	Line section overhauled. Ongoing modernization of the signaling and telecommunication system	REBIS network Corridor parallel to Corr. X Belongs to SEETO Comprehensive network
Banja Luka – Novi Grad – Dobričin (BH State border) (constructed in 1951, last overhaul from 1982-86)	100km	No activities from EU	Corridor parallel to Corr. X Still not included in SEETO network

CHALLENGES (2)

Corridor Vc

Line / Section	Total ca. (km)	Note	Associated with Corridor
(BH state border) Šamac-Sarajevo	236 km	There are certain activities from EU for some time, but the preparation and implementation of the projects is slow	Corridor Vc
Sarajevo – Čapljina (BH state border)	170km	There are certain activities from EU for some time, but the preparation and implementation of the projects is slow	Corridor Vc

o Transport infrastructure in B&H was neglected in great deal during establishment of the SEETO network .

OBJECTIVES OF THE RAILWAYS IN B&H

- Transport policies in B&H shall be implemented towards better organization of transports, rationalization and minimum border layovers, in accordance with international standards, regulations and recommendation from EU.
- Rail transport should be the backbone of the transport system, especially in terms of freight transport.
- Rail transport should enable and affordable and safe transport through entire year, efficient and environment-friendly, highly reliable in all weather conditions with full comfort for passengers, and with greater capacity for mass transport of goods and passengers.

CONCLUSIONS

- The future development of ŽRS and ŽFBH is highly dependant on linkage to the European transport system.
- The extension of the SEETO network along the Corridor parallel to Corridor X is important in order to ensure continuity of the railway lines in B&H and linkage of the large industrial hubs, namely Tuzla and Prijedor, with Corridor Vc.
- The extension of the SEETO network along the Corridor parallel to X is also important for linkage of ŽRS and ŽFBH with Croatian and Serbian Railways.
- Considering the objectives set for B&H transport sector to be integrated in the European systems, **we cannot find any justification in current lack of interest from the international community for rehabilitation and modernization of Corridor parallel to Corridor X.**



THANK YOU FOR YOUR ATTENTION!