

Železnici Srbije potrebne velike investicije

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Serbian Railways in Need of Large Investments

- Za potpunu modernizaciju železničkog sistema u Srbiji, starog više od jednog veka, potrebno oko tri milijarde evra. – Železnica redovno plaća inostrana dugovanja. – Priprema se ukidanje monopola na srpskim prugama i primena evropskog zakonodavstva

- The full modernization of Serbia's railway system, which is more than a century old, would require around three billion euros. – Serbian Railways regularly repaying foreign debts. – Abolition of the monopoly on Serbian railways and the implementation of European legislation in preparation.

Investicioni ciklus u modernizaciju Železnice Srbije je već počeo uz pomoć međunarodnih finansijera, ali će biti potrebno mnogo više novca i ubrzano ulaganje da bi se prevazišao ogroman zaostatak napravljen u prethodnih 50 godina.

U Železnici Srbije sada rade efikasnije i povećavaju zaradu. Počele su i pripreme za demonopolizaciju pruga Srbije i otvaranje tržišta drugim prevoznicima, a broj zaposlenih smanjen je za 7.000. Ali, to nije dovoljno.

U kakvom stanju su danas pruge i prevozna sredstva „Železnica Srbije“?

– U 2008. godini Železnicu Srbije očekuju veliki poslovi i značajne investicije, koje će joj omogućiti da se približi zacrtanim evropskim standardima po kvalitetu saobraćaja i nivou usluga. U prethodne tri godine obim prevoza i prihod od transporta je udvostručen, a broj zaposlenih smanjen za 7.000, i to je dobar uspeh. Ali, postoji ogroman zaostatak u održavanju i modernizaciji pruga u prethodnih pola veka. I starosna struktura voznih sredstava je vrlo nepovoljna. Gotovo 60 odsto vučnih vozila i putničkih vagona staro je više od 30 godina, kao i više od 40 odsto teretnih kola.

Neophodna je celokupna modernizacija železničkog saobraćaja u Srbiji. To podrazumeva kompletnu elektrifikaciju svih najznačajnijih pravaca, podizanje brzina na više od 200 kilometara na sat, izgradnju dvokolosečnih pruga gde god je to neophodno i nabavku potrebnog broja novih lokomotiva i vagona.

Koliko iznos investicija je potreban da bi se „Železnice Srbije“ modernizovale i šta podrazumeva modernizacija?

- Da bi se značajnije unapredio kvalitet železničkog

The investment cycle for modernizing Serbian Railways has already started with the help of international financiers, but it will take much more money and accelerated investments to overcome the enormous lag created over the past 50 years.

At Serbian Railways they are now working more efficiently and increasing their income. Preparations have also started for de-monopolizing the railways in Serbia and for opening the market to other transporters, while the number of employees has been cut down by 7,000. But, this is not enough.

What is the present condition of the Serbian Railways' tracks and transportation means?

– In 2008, big jobs and considerable investments are awaiting Serbian Railways. They will make it possible to draw closer to the set European standards by the quality of transport and level of services. Over the past three years, the transport volume and income from transport was doubled, while the number of employees was cut down by 7,000, and this is truly a success. However, over the past half a century we came to be drastically behind in maintaining and modernizing the railways. The age structure of the transportation means is also very unfavorable. Almost 60 percent of the traction units and passenger cars are more than 30 years old, as are over 40 percent of the freight cars. The entire railway transport in Serbia requires modernization. This implies the complete electrification of all the major routes, raising the speed to over 200 kilometers per hour, the construction of double-track railways wherever necessary and the purchase of the necessary number of new locomotives and train cars.

saobraćaja u Srbiji potrebno je oko tri milijarde evra ulaganja i pet do sedam godina intenzivnih aktivnosti. To podrazumeva smanjenje kašnjenja i podizanje brzine vozova na projektovani nivo. Da bi završili celokupnu modernizaciju srpskih železnica, u skladu sa najvišim evropskim standardima, neophodno nam je čak deset milijardi evra. Značajnije modernizacije nije bilo od elektrifikacije srpskih pruga pre skoro pola veka.

Šta je do sada urađeno na modernizaciji železničkog saobraćaja?

– Zahvaljujući sredstvima Evropske investicione banke od 70 miliona evra, u prethodne tri godine završili smo modernizaciju nekih pruga i obnovili veći broj železničkih objekata i putnih prelaza širom Srbije. U tom periodu udvostručili smo obim prevoza i prihode od transporta. Na taj način, prvi put prošle godine srpske železnice su same zaradile više novca, nego što su dobile iz državnog budžeta.

Obim rada na srpskim prugama konstantno se povećava iz godine u godinu, a takav trend nastavljen je i u 2008. godini. Iz donacije Evropske agencije za rekonstrukciju biće uređena železnička stanica Dimitrovgrad, u funkciji zajedničke pogranične stanice sa Bugarskom, a vrednost ugovorenih radova je 2,5 miliona evra.

Koje projekte modernizacije već sada sprovode „Železnice Srbije“ u putničkom i robnom saobraćaju?

– „Eurofima“ je „Železnicama Srbije“ odobrila kredit u iznosu od oko 34 miliona evra za realizaciju pet projekata. To će omogućiti da srpske železnice, u budućem periodu kada pruge u Srbiji budu otvorene za inostrane operatere, mogu konkurisati kao prevoznici i operateri i na teritoriji drugih železničkih uprava.

Železnice Srbije uskoro očekuju i 22 miliona evra od ukupno najavljenih 37,5 miliona evra iz španskog kredita, što će omogućiti nabavku deset novih dizel motornih garnitura. Od Svetske banke očekujemo 150 miliona dolara.

Koje investicije očekuje Železnica Srbije od EBRD?

– Započeli smo pregovore sa Evropskom bankom za obnovu i razvoj o dodeli zajma od 100 miliona evra za nabavku 25 električnih kompozicija sa dva ili tri vagona, koji bi na međugradskim relacijama zamenili zastarele putničke vagona. To bi znatno uticalo na poboljšanje putničkog saobraćaja, i dodatno bi poboljšalo teretni transport, jer bi se oslobodili neki kapaciteti.

Velika starost železničkog sistema

- Mreža železničkih pruga u Srbiji duga je 3.809 kilometara i stara više od jednog veka. Više od 55 odsto svih pruga izgrađeno je u 19. veku.
- Elektrotehnička oprema je iz perioda 1969-2000. godina, na polovini pruga brzina je manja od 60 kilometara na sat, a na samo 2,6 odsto pruga veća je od 100 kilometara na sat.
- Mada je remont pruga potrebno obavljati svakih 20-25 godina, još od sredine 20. veka na magistralnim pravcima remont u ovom roku obavljen je na samo četvrtini pruga. U periodu od 1965. do 1990. godine remontovano je svega 43 kilometara pruge prosečno godišnje, odnosno 23 odsto od potrebnog. U periodu sankcija i ratova, od 1990. do 2000. godine, remontovano je ukupno 145 kilometara pruge, odnosno manje od desetak procenata od neophodnog.

How large investments are needed for Serbian Railways to modernize and what does modernization imply?

– To improve considerably the quality of railway transport in Serbia it would take around three billion euros worth of investments and five to seven years of intensive activities. This means reducing delays and raising the speed of the trains to the projected level. In order to complete the entire modernization of the Serbian railways, in accordance with the highest European standards, we need as much as ten billion euros. There has been no major modernization since the electrification of Serbian railways almost half a century ago.

What has been done so far to modernize railway transport?

– Thanks to funds worth 70 million euros from the European Investment Bank, over the past three years we completed the modernization of certain tracks and renewed a larger number of railway facilities and road crossings throughout Serbia. In that period, we doubled the transport volume and income from transport. Thus, for the first time, last year Serbian railways earned more money by themselves than they received from the state budget.

The volume of work on Serbian railways is constantly increasing year after year, and this trend has continued in 2008 as well. A donation from the European Agency for Reconstruction will provide for the regulation of the Dimitrovgrad railway station, in the function of a joint border station with Bulgaria. The value of the contracted works is 2.5 million euros.

Which modernization projects is Serbian Railways carrying out already now in passenger and freight transport?

– Eurofima has granted Serbian Railways a loan of around 34 million euros for the realization of five projects which, among other things, envisage the procurement of ten new maneuvering locomotives, ten second-hand diesel engine train cars, the regular repair of ten electrical locomotives, the modernization of twenty sleeping cars, but also the purchase of multi-system locomotives, which will be the first of the kind in Serbia and which will be able to run on almost all European railways lines. This will make it pos-

Railway System Very Old

- Serbia's railway network is 3,809 kilometers long and it is more than a century old. Over 55 percent of all the railway lines were constructed in the 19th century.
- The electrical technology equipment is from the period between 1969 and 2000, the speed on half of the railways is less than 60 kilometers per hour, and on only 2.6 percent it is above 100 kilometers per hour.
- Although railways need to be overhauled every 20-25 years, since the middle of the 20th century, overhauling on artery routes was performed within this period of time on only a quarter of the railways. In the period between 1965 and 1990, only an average of 43 kilometers of railways were repaired annually, i.e. 23 percent of what is necessary. In the period of sanctions and wars, between 1990 and 2000, a total of 145 kilometers of railways were overhauled, i.e. less than about ten percent of what is needed.



EBRD bi, prema najavama, obezbedila i garantovani zam od 100 miliona evra za rekonstrukciju glavne železničke mreže u Srbiji, uključujući Koridor 10 i barsku prugu. Preostali iznos do 221 milion evra, kolika je vrednost čitavog projekta, obezbedila bi Evropska investiciona banka.

Koliko iznose dosadašnje investicije EBRD u železnički sistem Srbije?

- Evropska banka za obnovu i razvoj je u Železnicu Srbije već investirala 60 miliona evra. Od tih sredstava nabavljeno je 750 novih teretnih vagona i najsavremenija mašina za obradu točkova na lokomotivama i vagonima. Na taj način ove godine zaustavljen je višegodišnji hronični manjak teretnih kola. Sa ukupno šest hiljada teretnih vagona u saobraćaju, srpske železnice moći će da odgovore svim zahtevima privrede, a time će biti stvoreni uslovi i da još osetnije povećamo i obim prevoza i prihode kompanije od transporta.

Koliko novca je potrebno za završetak železničkog Koridora 10?

- Za završetak dela Železničkog Koridora 10 koji prolazi kroz Srbiju, što je i naš i međunarodni interes, potreba i obaveza, potrebno je još oko 1,25 milijardi evra. Samo za sanaciju oko 400 kilometara pruga, na kojima smo zbog bezbednosti bili primorani da smanjimo brzine, potrebno je oko 150 miliona evra.

Koji su prvi projekti koje će ostvariti „Železnice Srbije“ na Koridoru 10?

- U 2008. godini Železnice Srbije započeće rekonstrukciju i modernizaciju 93 kilometra pruga na Koridoru 10, koji će biti finansirani iz kredita Evropske investicione banke u iznosu od 80 miliona evra. Iz srpskog Nacionalnog investicionog plana Železnica će dobiti potrebna sredstva za elektrifikaciju 96 kilometara pruge Niš-Dimitrovgrad, kao jedinog neelektrificiranog dela Koridora 10, zatim za rekonstrukciju magistralne pruge Beograd – Niš, kao i za izmeštanje železničke pruge iz centra grada Niša. Modernizacija Koridora 10 je prioritetan zadatak i cilj ne samo Železnice Srbije, već i Republike Srbije.

Koji je najznačajniji projekat u modernizaciji Železnice Srbije?

- Najveći investicioni projekat za Železnicu Srbije i u regionu je izgradnja nove glavne železničke stanice Beograd Centar u Prokopu. Kada u potpunosti bude ostvaren ovaj projekat, biće oslobođen najatraktivniji deo Beograda koji sada zauzima Glavna železnička stanica. Železnica Srbije je krajem marta 2008. godine potpisala ugovor sa beogradskom kompanijom „Energoprojekt“ o izgradnji ove nove železničke stanice. Radovi u Prokopu treba da budu završeni u roku od 30 meseci od dana kada izvođač projekta dobije

sible for Serbian railways to compete as transporters and operators on the territories of other railway administrations in some future period when the railways in Serbia become open to foreign operators.

Serbian Railways is also soon expecting 22 million euros out of the announced total of 37.5 million euros worth of a Spanish credit, which will enable the purchase of ten new diesel engine sets. We expect 150 million dollars from the World Bank.

What investments does Serbian Railways expect from the EBRD?

- We have started talks with the European Bank for Reconstruction and Development on the granting of a loan worth 100 million euros for the purchase of 25 electrical compositions with two or three cars, which would replace the outdated passenger cars on inter-city lines. This would lead to a considerable improvement passenger transport, and would additionally improve freight transport, because certain capacities would be freed. According to announcements, the EBRD has also provided a guarantee loan of 100 million euros for the reconstruction of the main railway network in Serbia, including Corridor 10 and the Bar railway. The remaining amount of 221 million euros, which is the value of the entire project, has been ensured by the European Investment Bank.

How much has the EBRD invested so far in Serbia's railway system?

- The European Bank for Reconstruction and Development has already invested 60 million euros in Serbian Railways. From these funds 750 new freight cars and the most modern machine for processing locomotive and car wheels have been purchased. Thus, the years-long chronic shortage of freight cars has come to an end. With a total of six thousand freight cars in circulation, the Serbian railways will be able to respond to all the requests of the economy, which will also create the conditions for us to increase to an even greater extent the transport volume and the company's income from transport.

How much money is needed for the completion of Corridor 10?

- The completion of the section of Corridor 10 passing through Serbia, which is of both domestic and international interest, and which is a necessity and obligation, requires another 1.25 or so billion euros. For the overhauling of around 400 kilometers of tracks alone, on which we have been forced to reduce the speed for security sake, we need around 150 million euros.

What are the first projects which Serbian Railways will realize on Corridor 10?

- In 2008, Serbian Railways will start the reconstruction and modernization of 93 kilometers of tracks on Corridor 10, which will be financed from credits of the European Investment Bank in the amount of 80 million euros. From the Serbian National Investment Plan, Serbian Railways will receive the necessary funds for the electrification of 96 kilometers of the Niš-Dimitrovgrad railway line, as the only non-electrified section of Corridor 10, then for the reconstruction of the artery railway line Belgrade – Niš, and for the dislocation of the railway tracks from the center of

odobrenje za gradnju, a to se očekuje tokom ove godine. U pitanju je investicija vrednosti oko 230 miliona evra. Oko 80 miliona evra je potrebno za izgradnju železničkih infrastrukturnih kapaciteta u Prokopu, a 150 miliona evra će biti uloženo u izgradnju poslovno-stambenog objekta iznad i u okviru Prokopa.

Da li se premeštanjem Glavne železničke stanice sa sadašnje lokacije u Prokop otvara novi investicioni ciklus u Beogradu?

- Kada se završi izmešanje Glavne železničke stanice i pratećih objekata, put za silazak Beograda na reke biće otvoren u ovom delu. U centru Beograda će se osloboditi oko 80 hektara najekskluzivnijeg građevinskog zemljišta, koji će biti ponuđen investitorima. Savski amfiteatar će postati najznačajniji poslovni, komercijalni, turistički i kulturni centar u ovom delu Evrope.

Kada će biti završeno restrukturiranje „Železnica Srbije“ i da li ona podrazumeva demonopolizaciju tržišta?

- Cilj svih aktivnosti koje Železnice Srbije preduzimaju na sistemskom i suštinskom restrukturiranju je da kompanija do kraja 2008. godine bude organizovana kao holding. Završetkom procesa restrukturiranja kompanije, stvorimo uslove za ukidanje monopola na srpskim prugama i primenu regionalnog i evropskog zakonodavstva. To će omogućiti angažovanje više prevoznika na srpskim prugama, koji bi u međusobnoj konkurenciji povećali kvalitet usluga i smanjili troškove poslovanja.

Ali, srpska železnica najpre mora da se osposobi za jednu ovakvu konkurentsku utakmicu na transparentnom tržištu. Zato će se aktivnosti demonopolizacije sprovoditi fazno i krajnje poslovno oprezno i pri tom ćemo koristiti iskustva evropskih zemalja. One su, takođe, pre otvaranja transportnog tržišta sprovele finansijsku konsolidaciju kompanija i ubrzanu modernizaciju železnice. Tako treba da bude i u Srbiji.



the city of Niš. The modernization of Corridor 10 is a priority task and goal not only for Serbian Railways, but for the Republic of Serbia as well.

What is the most important project in the modernization of Serbian Railways?

- The largest investment project for Serbian Railways and in the region is the construction of the new main railway station Belgrade Center at Prokop. Once this project is fully realized, the most attractive part of Belgrade, which is now occupied by the Main Railway Station, will be freed. At the end of March 2008, Serbian Railways signed a contract with Belgrade's Energoprojekt company on the construction of this new railway station. The works at Prokop are to be completed within 30 months from the day when the project's contractor receives the permission for construction, which is expected in the course of the year. At issue is an investment worth around 230 million euros. About 80 million euros are needed for the construction of the railway infrastructure capacities at Prokop, while 150 million euros will be invested in the construction of the business-housing facility above and within Prokop.

Will the transfer of the Main Railway Station from its present location to Prokop open up a new investment cycle in Belgrade?

- When the dislocation of the Main Railway Station and accompanying facilities is completed, the road for Belgrade to open up to its rivers will be paved in this area. Around 80 hectares of the most exclusive building land in downtown Belgrade will be freed and offered to investors. The Sava Amphitheater will become the most important business, commercial, tourist and cultural center in this part of Europe.

When will the restructuring of Serbian Railways be completed and does it imply the de-monopolization of the market?

- The goal of all the activities being taken by the Serbian Railways on systemic and essential restructuring is for it to be organized as a holding company by the end of 2008. With the completion of the company's restructuring process we will create conditions to abolish the monopoly on Serbian railways and to implement regional and European legislation. This will make it possible to engage several transporters on Serbian railways, who would, in mutual competition, improve the quality of services and reduce the operating costs.

However, Serbian railways must first become able to enter such a competitive race on a transparent market. For this reason, activities on de-monopolization will be carried out in phases and in a business-wise extremely cautious manner, with the use of the experiences of European countries. Before opening their transport markets they too carried out the financial consolidation of companies and an accelerated modernization of the railways. This should be done in Serbia as well.

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