

RAILWAY BYPASS AROUND NIŠ Serbia



Client:

European Union, represented by the Delegation of the European Union to the Republic of Serbia

Beneficiary:

Ministry of Transport on behalf of "Serbian Railways"

Dates (from – to): 2013 – in progress

Consortium:

COWI d.o.o. (Leader with 42% share), NET Engineering S.p.A. (33%), Sudop Praha a.s. (24%)

Value of services:

942.695,00 €

Services provided:

Pre-feasibility Study and Feasibility Study,
General Design,
Preliminary Design,
Environmental Impact Assessment,
Cost/Benefit analysis,
Tender dossiers for design/construction phases,
Documents for submission of major project application

Description:

In Niš the transport network is suffering a growing demand for railway capacity and limitations of the old infrastructure. The presence of two marshalling yards and several sidings within the city's limits means that the city center is now surrounded by a triangular network of railway lines constructed when the city was much smaller. Lack of investment in development of Serbian railway and road infrastructure has meant that there are 51 level crossings in the urban area, with attendant congestion and low speeds, which results in inefficient road and railway services, as well as in causing accident black-spots.

The railway Corridor X, comprising of international routes E-70 and E-85, passing through Niš, connects Paris with Istanbul and Budapest with Athens. There are eight rail lines crossing the city, and there are 260 rail traffic movements per day of which 68% are freight movements. The total number of train movements is predicted to increase by 57% by 2020 with the split between passenger and freight nearly equal.

In addition, the road Corridor X consists of the E-75 from Belgrade to Skopje and E-85 from Niš to Sofia.

The result is an overloaded rail and road network insisting on the urban area of Niš.

In addition to infrastructure inadequate traffic capacity, part of the railway line between Niš and Bulgarian border is the only part of the Corridor X in Serbia which is not electrified. In any case, the railway line requires modification according to the AGC and AGTC standards, the European Standards for Interoperability (TSI) and SEECAP Agreement, which envisages the electrification of the whole Corridor X.

The construction of the bypass around the city will ensure the efficiency of transports, the reduction of traffic congestion, the removal of freight traffic from the city center and the electrification of the line and has also the high potential to contribute to the further development of the City of Niš and area around Niš.