

Project of E-763 Motorway Construction, Section: Belgrade – Ostružnica - Požega – Boljare/ Border of Montenegro

I Legal Framework: Preparation of design for construction of E-763 motorway, section: Belgrade – Ostružnica – Požega – Boljare/Border of Montenegro/

1. Serbia, as prospective EU member country, in compliance with the principles stated in the White Book – Transport Policy in Europe to 2010 – time of decision, document enforced by the European Commission, on January 13, 2008 enforced the strategic document Strategy of development of railway, road, water, air and intermodal transport in the Republic of Serbia from 2008 to 2015. In the section of this strategy: *Development of transport system – vision 2015 – Long-term road network development*, states construction of the motorway: Belgrade – South Adriatic as continuation of the motorway from Romanian border – Vršac - Pančevo-Belgrade/E-70; M1.9/. Section from Belgrade to Pančevo has been constructed in a full profile.

Roads through the Republic of Serbia enable establishment of the shortest and most efficient links of the West and Central Europe with Central and South-East Europe. The degree of motorization in 2005 for Serbia amounted to 224 vehicles per 1000 inhabitants, while economic growth from 1999 – 2005 caused an increase of registered vehicles for 18%. Additionally, transport of 90% of passengers and 80% of cargo is performed on roads. This type of favourable traffic-geographic position conditioned that after a stagnation period and period of decrease during the sanctions of the international community and war destructions, international transport of goods constantly increases. From 2002 – 2006, total international traffic of goods increased per annual rate of 20.3%, export of goods increased for 15.9%, import of goods per rate of 13.6%, while transit of goods for 34.4%. Data were taken from the publications of the Statistical Office of the Republic of Serbia. In 2006, out of total of goods transported by all international transport modes, the most of the goods, app. 42.9% was carried by road transportation means. From 2000 to 2006, export realized in road transport increased for 2.5 times. More than a half of total foodstuff was exported by roads. Total import of goods realized via roads amounted to 67.7%. Transit of goods through Serbia from 1996 to 2006 notes the biggest increase for the road sector – 9.3 times. This increase of transit of goods indicates significant opening of the Serbian market.

2. The basic network of roads, which is considered to be a priority for the Balkans, was defined by REBIS “The Balkans Infrastructure Study”, prepared by the European Commission within joint assistance in reconstruction, development and stability in reference to total transport sector: road, railway, air and water.

In 2002, the EU through the European Commission initiated the Study of transport infrastructure, hereafter REBIS Study, covers 5 Balkans countries: Albania, Bosnia and Herzegovina, FYR Macedonia, Croatia, Serbia (including

Kosovo, which is under international administration as per UNSCR Resolution 1244 from June 10, 1999) and Montenegro.

The objective of the REBIS Study is to develop coherent strategy of transport infrastructure, i.e. to focus on regional traffic infrastructure on the Balkans and particularly to development of infrastructure that internally connects countries in the region or that connects the region with remaining Europe.

Primarily, there was the assessment of strategic transport network as the first step, i.e. of the basic network which is of key importance. It was temporarily proposed based on strategic network, previously accepted by the European Commission, but possible modifications were also suggested.

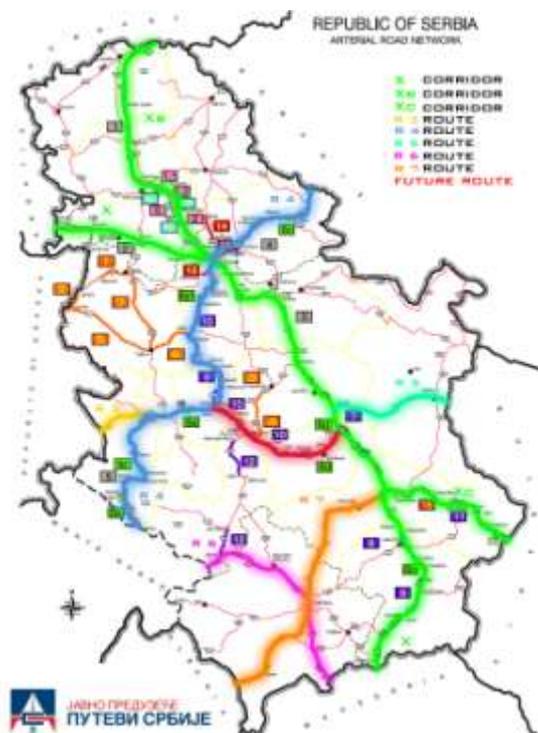
Pan-European traffic corridors were defined at a sequence of Pan-European Transport Conferences, where the first one was organized in Prague in 1991. These multimodal corridors are also called Helsinki/1997, the 3rd Pan-European Conference. Pan-European corridors in the region make the foundation of internal regional network. They are generally accepted in all countries. The following corridors go through Serbia: road X, Xb, Xc and water VII – the Danube. The basic awareness of them and their importance is present and they are practically aimed at in the sense of the EU transport investments.

Still, there is a need for investing into developed regional network on the Balkans. Therefore, the European Commission under “Traffic and Energy Infrastructure in the South-East Europe” defined strategic transport network in the region that should be in a focus for investment projects intended for non-urban road network.

Networks cover basic road and railway routes, inland waterways, seaports, airports and terminals.

Strategic networks were presented at the conference in Tirana in May 2001. Members of the Stability Pact, users and members from the neighbouring countries, international financial institutions and other donors were also present at this conference. Networks were confirmed at the conference in Bucharest in October 2001.

3. Basic Network – West Balkans Region



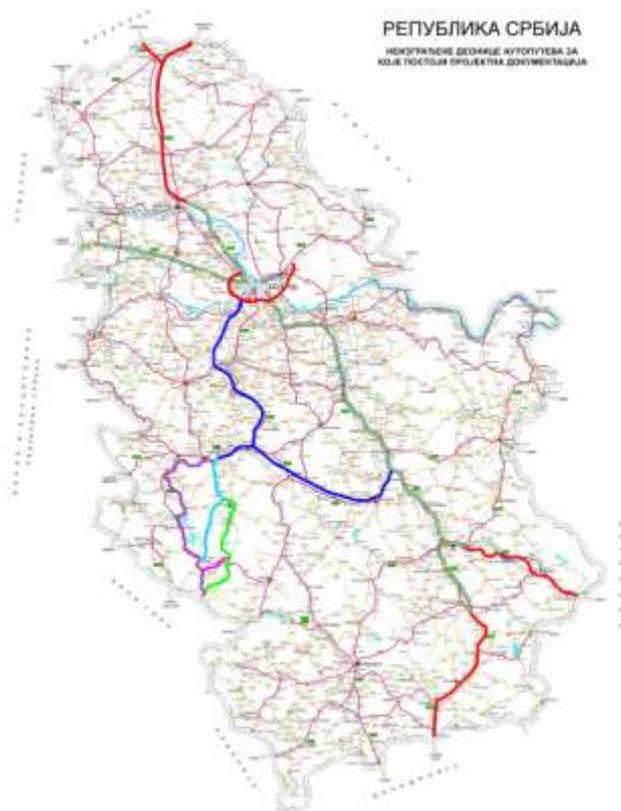
Within the REBIS Project, previously mentioned networks were considered with domestic authorities in the countries and analyzed in the sense of development policies of the region. By taking the Strategic network of the EU as a foundation, the basic network for the West Balkans region was proposed. It includes Pan-European corridors in the region and connects five capitals: Belgrade, Zagreb, Skopje, Tirana, Sarajevo, as well as Banja Luka, Podgorica and Pristina. It also links these towns and capitals of the neighbouring countries and strategic Adriatic ports. This network is denser than TINA network, which was developed for countries of Central and Eastern Europe, indicating the fact that countries of the region were smaller and major towns to be linked closer.

Route 4/ Romanian Border – Vršac - Pančevo-Belgrade – Čačak – Požega – Boljare -Border of Montenegro

Document of the Economic Commission for Europe – Commission for inland transport within the United Nations with the title: ROAD TRANSPORT INFRASTRUCTURE - European Agreement on Main International Traffic Arteries (AGR) - amendment to this document is adopted text (AGR), enforced in Geneva on November 15,1975 and consolidated text of the AGR /road transport infrastructure - European Agreement on Main International Traffic Arteries, consolidated text from April 05, 2002 (TRANS/SC.1/2002/3 pg. 21, Amendment 1) define the following route:

E-763 Belgrade – Čačak - Nova Varoš - Bjelo Polje.

as planned motorway route for E-763 Belgrade – South Adriatic. This road would stand for the shortest link of west Serbia, Montenegro via Bar seaport and South Italy, as well as other Adriatic and Mediterranean ports.



II Level of preparation of technical documents for construction of motorway Belgrade – South Adriatic would be performed in phases for two wholes.

1. Construction of the motorway Belgrade / **Ostružnica / Požega km 0+000 - km 148+170/**
 - 1.1 Final motorway design, E-763 was completed in 1998/Highway Institute and CIP / and was accepted by the State Audit Commission in 2000.
 - 1.2 Ordinance on determination of a spatial plan for the area of special purpose of infrastructural corridor Belgrade – South Adriatic was enforced/ Official Gazette No. 2/2005.
 - 1.2 Total preliminary design for construction of E-763 motorway, section: Belgrade – Ostružnica – Požega.
 - 1.3 PERS Business Plan 2009 states commencement of construction of the first sections – Final Design for Construction of Belgrade – South Adriatic motorway.
- 2 **Construction of E-763 motorway, sector 3:Požega – Boljare – Border of Montenegro**
 - 2.1 Technical documents:
 - Pre-Feasibility Study and General Design for E-763 motorway construction, section: Požega – Boljare (border of Montenegro).
 - In 2008, State Audit Commission for expert inspection of technical documents of the Ministry of Infrastructure submitted the report in the completed inspection of the Pre-Feasibility Study and General Design for E-763 motorway construction, South Adriatic, Sector 3, section: Požega – Boljare/- Border of Montenegro.

Designs were completed in accordance with the Spatial Plan of the Republic of Serbia from 1996. The Commission accepted the technical documents and determined the Eastern Corridor, which has route variants. Having in mind very small differences between the variants on the eastern corridor, all three variants should be subject to further elaboration – i.e. based on the technical-economic analysis/ Feasibility Study/ optimization of investments/ scope and dynamics would be achieved in construction of the road Požega – Boljari/ in the traffic volume function.

Technical data from the Report: General Design of Sector 3 is continuation of the previous sector, which ends at the area of Požega, and with this continuation, it leads to Montenegro:

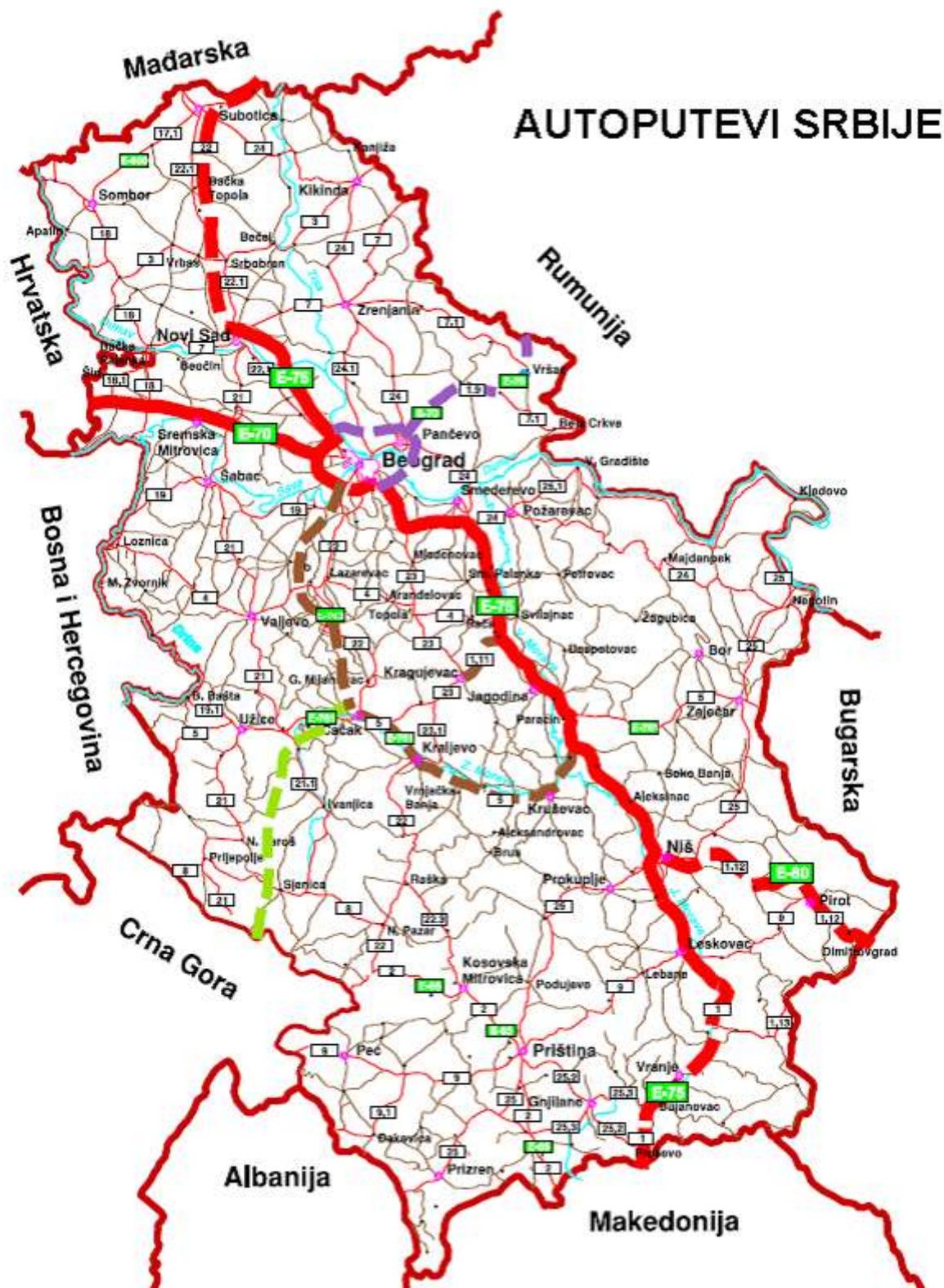
1) The eastern option/1/L=106.806km/

The eastern option starts in Požega, km 145+00, goes through municipality of Arilje, km 155+00, then continues to the northeast of Ivanjica km 180+00, and into the Moravica valley to the Kosavica, to the northwest of the protected area of Golija Mountain, where based on the conditions issued by the Institute for Nature Protection, motorway construction is prohibited. By bypassing the nature reserves, the route leads to Kovilj and then by the valley of the Nosljica River to the Brnjica and Duga Poljana, km 220+00.

Following the valley of Brnjica River, one may reach Pester plateau and Rasanski Dol, km 232+00. The route leads to do Buđeva, km 242+00, and ends at the municipality of Sjenica, where it fits in the direction of the axle from the General Plan of the motorway design in the territory of Montenegro, on the northwest from Boljare, km 251+800.

2) The eastern option/2/ L=111.097 km

Option Istok 2 matches the Istok (East) option to Duga Poljana at km 220+00 on the road Sjenica- Novi Pazar. The route is located on the west and runs parallel to the road M-8 to Kneževac, where it descends towards the southeast, bypassing Gradac, to the Djuka region, at km 239+00, where it is merged with other options and fitted in a direction of the axle from the General Plan of the motorway design in the territory of Montenegro, at km 256+091.



We mention that in 2008, Serbia proposed E-761/M-5 for extension of Basic network, where it was also put into function of connecting the corridor 10 and motorway Belgrade – South Adriatic. Technical documents: General Design for construction of E-761, section: Pojate (link E-75 – Corridor X) – Kraljevo – Preljina (link E-763):

- PERS innovated general design for E-761 motorway construction, section: Pojate ((link E-75 – Corridor X) – Kraljevo – Preljina (link E-763) and Pre-Feasibility Study. Total length of the section is app. 110 km. Additionally, Pre-Analysis of Impacts of E-761 general motorway design, section: Pojate/link E-75/Kruševac-Kraljevo-Čačak/link E-763/ was also performed.

Government of the Republic of Serbia adopted the **National Plan** of the **Republic of Serbia** for **road** and railroad **infrastructure** period **2008-2012**.

The Government as national priority objective that the Republic of Serbia, in the next eight years (starting from 2008 to 2015) in the greatest possible scope completes the construction of the following capital national project of traffic infrastructure.

Project	period
I Corridor X – road	2008 – 2011
II Corridor X – railway	2009 –
III motorway Belgrade – South Adriatic	2009 – 2015