

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	Construction of New Žeželj Bridge in Novi Sad		
Short project title: (acronym)	Žeželj Bridge	Project logo:	–
Project website:	–	Project ID:	PA1A070
Need and added value for Danube Region Strategy:	<p>The construction of the rail/road bridge across the Danube in Novi Sad was one of the priority projects in the Master Plan for IWW Transport in Serbia (2006).</p> <p>The old Zezelj bridge was destroyed in NATO air strikes in 1999. The temporary constructed bridge did not comply with the required standards of the Danube Commission and EU standards. The new Zezelj bridge (within the European Rhine-Danube Corridor) was reconstructed until 2018 at the same location using the foundation of the bombed bridge.</p>		
Objective(s) of project:	<ul style="list-style-type: none"> • Integration into the European Railway Transport Network, efficient and improved railway connection which results in increased interoperability between the Balkan area and the EU, using EU standards. • Elimination the bottleneck on the European Rhine-Danube Corridor, as the temporary bridge represented an obstacle for navigation (limited heights at high water levels, limited fairway width due to curve radius) 		
Conducted project activities:	<ol style="list-style-type: none"> 1. Construction of the new bridge according to FIDIC Red Book specifications: <ul style="list-style-type: none"> • Replacement of the existing temporary bridge with a new bridge for road and rail transport • Creation of the appropriate width of the fairway in line with Danube Commission standards, which results in efficient navigation on the Danube and increases transport safety 2. Supervision of construction of the new bridge according to FIDIC Yellow Book: <ul style="list-style-type: none"> • Daily supervision during the execution of the works 		
Transboundary impact:	<p>The river traffic on the Serbian part of the Danube is mainly transit from the Black Sea to Hungary, Austria and Germany. Consequently, there is a noted benefit for the EU to keep this corridor functional and guarantee safe and efficient navigation. The implementation of the new bridge as part of this European network Corridor enhanced this. The bridge improves and enhances the railway connection.</p>		
Project beneficiaries / target groups:	<p>The main beneficiaries of this project are the waterway users, the City of Novi Sad and Serbian Railways.</p>		
STATUS AND TIME FRAME			
Current project phase: (please tick a box)	<input type="checkbox"/> Definition (e.g. project idea, abstract) <input type="checkbox"/> Preparation (e.g. project proposal, feasibility study) <input type="checkbox"/> Implementation <input checked="" type="checkbox"/> Completion		

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Start date:	03/2011	End date:	08/2018
Notes:	<p>On 20 April 2012, Serbian Railways was granted the permission to start construction works on the bridge. The estimated project implementation period was 32 months.</p> <p>The bridge was re-opened on 01.09.2018.</p>		
PROJECT TEAM			
Project leader:	Serbian Railways / Serbia		
Project partner(s):	<p>Contractor to perform works: Spanish-Italian consortium consisting of:</p> <ul style="list-style-type: none"> • AZVI (Spain) • Tadei (Italy) • Horta Koslada (Spain) 		
Contact person:	Name:	-	
	Organisation:	A.D. "Železnice Srbije" – Serbian Railways	
	Address:	Nemanjina 6, 11000 Belgrade, Serbia	
	Phone:	-	
	E-Mail:	-	
	Website:	www.zeleznicesrbije.com	
FINANCING			
Available: (please tick a box)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> Partly	<input type="checkbox"/> No
Total budget:	60,000,000 EUR		
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	<input checked="" type="checkbox"/> National/regional funds:	not disclosed (Autonomous Province of Vojvodina) 4,000,000 (City of Novi Sad)	
	<input checked="" type="checkbox"/> EU funds:	30,300,000 EUR for construction of bridge (Instrument for Pre-Accession Assistance – IPA 2009) 4,100,000 EUR for construction of Zezelj Bridge Access Roads (IPA 2011)	
	<input type="checkbox"/> IFI loans:	-	
	<input type="checkbox"/> Private funds:	-	
	<input type="checkbox"/> Other:	-	

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PROJECT ENVIRONMENT	
Project cross-reference:	Construction of the Zezelj Bridge Access Roads in IPA 2011.
Cross-reference ID(s):	–
Strategic reference:	<p>Serbian strategic framework:</p> <ul style="list-style-type: none"> • Master Plan for IWW Transport in Serbia (2006) • Serbian Transport Development Strategy for Period 2008-1015 (2008) • General Master Plan for Transport in Serbia (2009) <p>International strategic framework:</p> <ul style="list-style-type: none"> • EU Strategy for the Danube Region • Recommendations of the Danube Commission • AGN (UNECE)
Relevant legislation:	–
Other:	–
EUSDR EMBEDDING	
Relation to other Priority Areas of the Danube Region Strategy:	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> PA1b: To improve mobility and multimodality – Road, rail and air links <input type="checkbox"/> PA02: To encourage more sustainable energy <input type="checkbox"/> PA03: To promote culture and tourism, people and people contacts <input type="checkbox"/> PA04: To restore and maintain the quality of waters <input type="checkbox"/> PA05: To manage environmental risks <input type="checkbox"/> PA06: To preserve biodiversity, landscapes and the quality of air and soils <input type="checkbox"/> PA07: To develop the knowledge society through research, education and information technologies <input type="checkbox"/> PA08: To support the competitiveness of enterprises, including cluster development <input type="checkbox"/> PA09: To invest in people and skills <input type="checkbox"/> PA10: To step up institutional capacity and cooperation <input type="checkbox"/> PA11: To work together to promote security and tackle organised and serious crime
EUSDR COMPLIANCE	
Compliance with targets of the Danube Region Strategy:	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Increase the cargo transport on the river by 20% by 2020 compared to 2010. <input checked="" type="checkbox"/> Solve obstacles to navigability, taking into account the specific characteristics of each section of the Danube and its navigable tributaries and establish effective waterway infrastructure management by 2015. <input type="checkbox"/> Develop efficient multimodal terminals at river ports along the Danube and its

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	<p>navigable tributaries to connect inland waterways with rail and road transport by 2020.</p> <p><input type="checkbox"/> Implement harmonised River Information Services (RIS) on the Danube and its navigable tributaries and ensure the international exchange of RIS data preferably by 2015.</p> <p><input type="checkbox"/> Solve the shortage of qualified personnel and harmonize education standards in inland navigation in the Danube region by 2020, taking duly into account the social dimension of the respective measures.</p>
<p>Compliance with actions of the Danube Region Strategy:</p>	<p><input checked="" type="checkbox"/> To complete the implementation of TEN-T Priority Project 18 on time and in an environmentally sustainable way.</p> <p><input type="checkbox"/> To invest in waterway infrastructure of Danube and its tributaries and develop the interconnections.</p> <p><input type="checkbox"/> To modernise the Danube fleet in order to improve environmental and economic performance.</p> <p><input type="checkbox"/> To coordinate national transport policies in the field of navigation in the Danube basin.</p> <p><input type="checkbox"/> To support Danube Commission in finalising the process of reviewing the Belgrade Convention.</p> <p><input type="checkbox"/> To develop ports in the Danube river basin into multimodal logistics centres.</p> <p><input type="checkbox"/> To improve comprehensive waterway management of the Danube and its tributaries.</p> <p><input type="checkbox"/> To promote sustainable freight transport in the Danube Region.</p> <p><input type="checkbox"/> To implement harmonised River Information Services (RIS).</p> <p><input type="checkbox"/> To invest in education and jobs in the Danube navigation sector.</p>
<p>Affiliation to thematic working group of Priority Area 1a of the EUSDR:</p>	<p><input checked="" type="checkbox"/> Waterway infrastructure and management</p> <p><input type="checkbox"/> Ports and sustainable freight transport</p> <p><input type="checkbox"/> Danube fleet</p> <p><input type="checkbox"/> River Information Services</p> <p><input type="checkbox"/> Education and jobs</p>
OTHER RELEVANT ISSUES	
<p>Project requirements:</p>	<p>–</p>
<p>Follow-up project:</p>	<p>-</p>
<p>Any other issues:</p>	<p>–</p>