INFRASTRUCTURE OF SERBIAN RAILWAYS JSC

N E T W O R K S T A T E M E N T

2026

Adopted by the Shareholders' Meeting of "Infrastructure of Serbian Railways" JSC

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Applicable to 2025/2026 Timetable

Amendments, corrections, and interpretations

No	Subject	Determined by Decision No.	Valid as of

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TERMS AND ABBREVIATIONS

Terms:

Public railway infrastructure	means the entire railway infrastructure constituting a network operated by the infrastructure manager, but not including the railway lines and secondary tracks (industrial railway lines and industrial tracks) connected to the network;
Infrastructure Manager	is a public enterprise or a company responsible for construction, exploitation, maintenance, and rehabilitation of railway infrastructure on the network, as well as for participation in its development within the general policy of infrastructure development and financing;
Railway Undertaking	is a company or other legal entity, registered for the prevailing activity of provision of freight and/or passenger railway transport services, to whom the license was issued, with an obligation to provide train traction or that provides train traction only. In terms of access to railway infrastructure, service facilities and services in connection to performing of railway transport, a railway undertaking is also a company or other legal entity that performs railway transport for its own purposes and to whom the license for transport for its own purposes was issued;
Freight Terminal	is a facility along the railway lines with freight transport, specifically arranged in order to enable loading of goods onto the freight trains and/or unloading of goods from such trains, as well as integration of services of railway freight transport with the services of road, maritime, inland waterway and air transport, i.e. forming or changing the composition of freight trains, and, if necessary, it is used to implement the border procedures at the borders with other countries;
Transport License	is a document by which a relevant licensing authority confirms the capacity of a company or other legal entity, registered for provision of the activity of public transport of goods and/or passengers, to provide railway transport services as a railway undertaking, which can be limited to the provision of certain types of services or the provision of railway transport for own purposes;
Applicant	means a railway undertaking or an international grouping of railway undertakings, or other persons or legal entities, such as competent authorities, consignors, forwarding agents or combined transport operators, having the commercial interest for provision of public service or commercial interest for allocation of railway infrastructure capacity;
Ad hoc request	is a request for individual train paths submitted during the validity of the established timetable;
Network	is a network of railway lines, including the connecting lines and secondary tracks, with elements of railway infrastructure, operated by the Infrastructure Manager; intended for railway transport of goods and/or passengers, as well as for transport for own purposes, which can be performed by railway undertakings according to the principle of transparent and non-discriminatory

	access to the network;
Path	is the capacity of railway infrastructure necessary for train movement between two service points, within the envisaged period of time and under the precisely determined technical and technological conditions on the public railway infrastructure; during a certain period of time;
Timetable	is a formal document of the public railway infrastructure manager setting out the schedule of operation for passenger and freight trains as well as for trains operated for own purposes on the public railway infrastructure of the infrastructure manager;
Infrastructure capacity	is a possible number of train paths for timetabling on the particular part of public railway infrastructure over a given period of time;
Congested infrastructure	is a section of railway infrastructure for which infrastructure capacity demand cannot be completely satisfied during certain time periods, even after different infrastructure capacity requests have been coordinated;
Path allocation	is the allocation of public railway infrastructure capacities by the infrastructure manager;
Access right	is the right of a railway undertaking to use the railway infrastructure;
Coordination	is a process whereby the infrastructure manager and applicants make an adjustment of individual requests for path allocation;
Safety Certificate	means evidence that a railway undertaking has established the safety management system and that it meets the requirements set out in the technical specifications of interoperability, national safety regulations and other relevant regulations in order to control the risks and perform safe railway traffic operations on the network;
Competent institution, Relevant authority (body)	is an authority entitled to adopt various decisions relating to particular fields;
Relevant Railway Authority	is an authority authorised to act regarding the administrative issues in the railway sector of the Republic of Serbia (Directorate for Railways or the Ministry of Construction, Transport and Infrastructure, as the case may be).
Service Facility Operator	is an entity responsible for operating one or more service facilities or for providing one or more services to railway undertakings (basic, additional and/or accompanying), including operating of railway infrastructure which

	forms a part of a service facility.
Information about service facility	is a document containing detailed information necessary for access to a service facility and services (basic, additional and accompanying) with reference to performing of railway transport provided by the operator in that service facility.

The abbreviations used in the Network Statement have the following meanings:

ATC	Automatic Train Control
AGC	European Agreement on Main International Railway Lines
AGTC	European Agreement on Important International Combined Transport Lines and Related Installations
EU	European Union
FTE	Forum Train Europe
IM	Infrastructure Manager
MCTI	Ministry of Construction, Transport and Infrastructure of the Republic of Serbia
MF	Ministry of Finance of the Republic of Serbia
NS	Network Statement
DG	Dangerous goods
OSS	One-Stop-Shop
RID (2017)	Regulations concerning the international carriage of dangerous goods by rail
RNE	RailNetEurope (European Infrastructure Managers Association)
UIC	International Union of Railways
DR	Directorate for Railways – Regulatory Body in the Republic of Serbia
IŽS	"Infrastructure of Serbian Railways" JSC
EMU	Electric multiple-unit set
DMU	Diesel multiple-unit set
TOR	Top of rail
RS	Republic of Serbia
LTDG	Law on Transport of Dangerous Goods ("Official Gazette of the RS" no. 106/2016, 83/2018, 95/2018 (other law), 10/2019 (other law))
GSM-R	Global System for Mobile Communications – Railway
ERTMS	European Rail Traffic Management System
ETCS	European Train Control System

1. GENERAL INFORMATION

1.1 Introduction

“Infrastructure of Serbian Railways” JSC (hereinafter IŽS) is a joint stock company for the management of public railway infrastructure (hereinafter: railway infrastructure), founded by the Republic of Serbia.

Railway infrastructure represents goods in general use, owned by the Republic of Serbia, that can be used by railway undertakings, on equal terms, in accordance with the Law on Railways.

Management of railway infrastructure is an activity of general interest.

Railway infrastructure includes permanent way and substructure, tunnels, bridges and other track structures, station tracks, level crossings including devices for securing of level crossings; safety, signaling and telecommunication installations on open lines, in stations and marshalling yards, including the plants for generating, transforming and distribution of electric energy for signaling and telecommunications; buildings for such installations or plants; track brakes; plants for transformation and transmission of electric energy for train traction: 110 kV two-phase transmission lines, sub-stations except for 110 kV distribution switchgear in such substation, supply cables between substations and contact wire, catenary and girders, third rail with beams, lighting installation for traffic and safety needs, service points’ buildings and other facilities on trackside land used for regulation of railway traffic including the part of the equipment for calculation and charging of transport charges and buildings for railway infrastructure maintenance, accesses for passengers and goods, including road access and access to passengers for arrival and departure of pedestrians, track-side land and the airspace above the track, 12 m high, i.e. 14m high at over 220kV overhead power lines, measured from the top of rail.

The Network Statement is a document that contains all the information in accordance with the Law on Railways of the Republic of Serbia (“Official Gazette of the RS” No. 41/18 and 62/23).

The document is compliant to all the norms set forth under the guidelines provided by the association RailNetEurope (hereinafter RNE) and shall be used as informative material for the interested railway undertakings. Moreover, the Network Statement has been harmonized with relevant EU Directives.

Network Statement provides general information on railway network, terms and conditions for access to railway infrastructure, principles and criteria for allocation of capacities, principles for charge calculation and their amounts, procedures for dispute resolution and other important details for usage of services provided to railway undertakings.

Infrastructure Manager Basic Information

Joint Stock Company for Public Railway Infrastructure Management “Infrastructure of Serbian Railways”, Belgrade (hereinafter: Company) was founded with the Decision on founding of Joint Stock Company for Public Railway Infrastructure Management (“Official Gazette of the RS”, no.60/15 and 73/15) and registered in the registry of Serbian Business Registers Agency, under the number BD 69692/2015 from August 10, 2015.

The founder of the Company is the Republic of Serbia, as the sole stakeholder of the Company, of behalf of which the founder’s right is enforced by the Government of the Republic of Serbia, Belgrade, Nemanjina 11, company number 07020171. The Company is under the jurisdiction of the Ministry of Construction, Transport and Infrastructure.

Business company name: Joint Stock Company for Public Railway Infrastructure Management “Infrastructure of Serbian Railways”, Belgrade

Abbreviated Company Name: “Infrastructure of Serbian Railways” JSC

Company Headquarters is in Belgrade, and the address of company's headquarters is 6 Nemanjina, Belgrade.

The main activity of company is "Service activities in land transport", activity code is 5221.

Company Reg. No is 21127094, TIN 109108420.

Company Business Accounts are 205-222959-26 and 160-438771-53.

The main activity of the Company includes: Service activities in land transport. The activity includes the management of public railway infrastructure in the segment of maintenance of public railway infrastructure, organization and control of railway traffic, provision of access and use of public railway infrastructure to all interested railway undertakings and protection of public railway infrastructure. The company performs the activity of general interest in accordance with the law. The company may also perform other activities in accordance with the law. The company performs the activities and services in domestic and international trade in accordance with the law.

Responsible persons:
Acting General Manager
Vladimir Maksimović
Tel.: +381 11 3618 330
kabinet.infrastruktura@srbrail.rs

Infrastructure Manager Organisational Chart

The organizational structure of Joint Stock Company for Public Railway Infrastructure Management "Infrastructure of Serbian Railways", Belgrade is based on the Rulebook on organization and systematization of operations of Joint Stock Company for Public Railway Infrastructure Management "Infrastructure of Serbian Railways", Belgrade.

Joint Stock Company for Public Railway Infrastructure Management "Infrastructure of Serbian Railways", Belgrade, (hereinafter: the Company), in order to perform the activities of management of public railway infrastructure, is organized according to the groups of operations, as follows:

- organization and control of railway traffic,
- maintenance of railway infrastructure,
- economic affairs,
- investments,
- human resources and common affairs, and
- operations that are organizationally related to the General Manager's Office.

The Company operations are performed within its departments, divisions, sections, units, technical-technological divisions, stations and operational sections and other lower organizational forms.

The management of public railway infrastructure includes the maintenance of public railway infrastructure, the organization and control of railway traffic, the provision of access and use of public railway infrastructure to all interested railway undertakings, the protection of public railway infrastructure, as well as the performing of investor function in construction and reconstruction of public railway infrastructure.

The following operations are also performed within the Company: traffic engineering, civil engineering and electrical engineering operations, development, investment and project management operations, as well as common affairs: financial, planning and analysis operations, restructuring and cooperation with international financial institutions, accounting, public procurement and warehousing operations, human resources management, occupational health and safety, operations related to property and inventory-taking, information technologies implementation and development operations, internal safety, international affairs and ethic's operations. Furthermore, in order to implement the operative, professional and administrative functions within the Company, the operations which are organizationally related to the General Manager's Office are also performed.

The operations referred to in the previous paragraph are performed within:

1. Traffic Department,
2. Railway Infrastructure Access Department,
3. Centre for Relief Train Operations,
4. Centre for Infrastructure Technical Monitoring,
5. Civil Engineering Department,
6. Electrical Engineering Department,
7. Centre for Railway Infrastructure Testing and Diagnostics,
8. Centre for Infrastructure Rail Vehicles Maintenance System Management,
9. Finance Department,
10. Accounting Department,
11. Centre for Planning, Analysis and Restructuring,
12. Procurement and Central Warehousing Department,
13. Development Department,
14. Investment Department,
15. Department for Management of EU-Funded Projects (PIU).
16. Human Resources and General Affairs Department,
17. IT Department,
18. Centre for Security,
19. Real Estate Department,
20. Inventory-Taking Department,
21. Centre for International Affairs,
22. Ethic's Office,
23. Company's Management Secretariat,
24. Legal Department,
25. Centre for Internal Audit,
26. Centre for Internal Control,
27. Centre for Safety Management System,
28. Media Centre.

The Organizational Chart of "Infrastructure of Serbian Railways" JSC is provided in Appendix 1.

Contact details

"Infrastructure of Serbian Railways" JSC contact details are the following:

Acting General Manager
Vladimir Maksimović
Tel.: +381 11 3618 330
kabinet.infrastruktura@srbrail.rs

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Nemanjina 6
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Railway Infrastructure Access Department
Nemanjina 6
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Serbia
Tel.: +381 11 3618 214
Fax: +381 11 3616 814
sektor.pzi@srbrail.rs

Civil Engineering Department
Nemanjina 6
11000 Belgrade, Serbia
Tel: +381 11 3618 248
Fax: +381 11 3616 874
infr.sektorzagp@srbrail.rs

Electrical Engineering Department
Nemanjina 6
11000 Belgrade, Serbia
Tel: +381 11 3618 241
Fax: +381 11 3618 130
etp@infrazs.rs

Centre for Relief Train Operations
Nemanjina 6
11000 Belgrade, Serbia
Tel.: +381 11 3620 899
Fax: +381 11 3620 899
direktor.tkp@infrazs.rs

Procurement and Central Warehousing Department
Nemanjina 6
11 000 Belgrade, Serbia
Tel.:+381 11 3620 094
nabavke.infra@srbrail.rs

Finance Department
Nemanjina 6
11 000 Belgrade, Serbia
Tel.: +381 11 3618 465
Fax: +381 11 3618 465
finansijeizs@srbrail.rs

1.2 Purpose of the Network Statement

The purpose of this Network Statement is provision of single source basic information to the users of services provided to railway undertakings on the railway infrastructure operated by IŽS.

The Network Statement is a document which sets out the detailed general rules, deadlines, procedures and criteria related to the manner of calculation of charges and allocation of infrastructure capacities, including other relevant information necessary for submitting the request for infrastructure capacity allocation.

The Network Statement will be published on the web site of "Infrastructure of Serbian Railways" JSC, www.infrazs.rs, and the decision on its adoption will be published in the "Official Gazette of ŽS".

1.3 Legal Aspects

The functioning of infrastructure and traffic on the network operated by "Infrastructure of Serbian Railways" JSC is regulated by:

- legislation of the Republic of Serbia,
- formal documents of the Infrastructure Manager – "Infrastructure of Serbian Railways" JSC,
- formal documents and technological procedures of the railway undertakings falling within the scope indicated in the above legislation.

1.3.1 Legal Framework

Regulations of the Republic of Serbia

Regulations of the Republic of Serbia of particular importance to this Network Statement include the following documents:

- Law on Railways ("Official Gazette of the RS", No. 41/18 and 62/23);
- Law on Interoperability of Railway System ("Official Gazette of the RS", No. 62/23);
- Law on Safety in Railway Traffic ("Official Gazette of the RS", No. 41/18")
- Regulation on Categorization of Railway Lines that belong to Public Railway Infrastructure ("Official Gazette of the RS", No. 92/20, 6/21, 33/22 and 63/23);
- Rules on Railway Infrastructure Elements ("Official Gazette of the RS", No.30/19);
- Rules on the Timetable ("Official Gazette of the RS", No. 58/19 and 1/2020);
- Regulation on the methodology for the determining of public railway infrastructure access charges and service provision charges (draft version);
- Rules on the Manner of Transport and Mandatory Operational Monitoring of Dangerous Goods Carried by Rail, as well as on the Obligations of the Participants in the Transport of Dangerous Goods by Rail and Emergencies ("Official Gazette of the RS", No. 81/15);
- Rules on training programme and method of knowledge checking of employees and of participants of dangerous goods transport in the railway transport, as well the manner in which the documentation is processed and their training ("Official Gazette of the RS", No. 81/15);
- Law on Transport of Dangerous Goods, passed by the National Assembly of the Republic of Serbia ("Official Gazette of the RS", No. 104/2016-34, 83/2018-57, 95/2018-389 (other law), 10/2019-13 (other law));
- Rules on Mandatory Elements of the Contract on the Use of Railway Infrastructure ("Official Gazette of the RS", No. 8/2019);
- Rules on Special Loads Transport ("Official Gazette of the RS", No. 74/19);
- Regulation on the Manner of Conclusion and Content of Framework Agreements for Allocation of Railway Infrastructure Capacity ("Official Gazette of the RS" No. 74/19);
- Regulation on Particularities of Procedures and Criteria Applicable to Access to the Services Provided in Service Facilities ("Official Gazette of the RS" No. 57/19 and 13/20);
- Rules on the Elements of Service Facility Information ("Official Gazette of the RS" No. 66/19).

International Regulations

When using the allocated train path, the railway undertaking must abide by all legal norms contained in the sources of international law (Convention concerning International Carriage by Rail (COTIF), its annexes, agreements and protocols governing the cross-border railway traffic and border control, UIC standards and any other relevant international regulations) as well as in the national laws and bylaws.

Formal documents of the Infrastructure Manager

Internal regulations (formal documents) and technological procedures of the Infrastructure Manager are listed in Appendix 2.

1.3.2 Legal Status and Liability

The Network Statement is based on the legal framework defined in section 1.3.1. In case of any ambiguities or legal proceedings, the relevant provisions of the legislation of the Republic of Serbia will apply.

The present Network Statement has been developed on the basis of the information available at the moment of drafting thereof. IŽS is liable for accuracy of the information given in the present Network Statement. All regulations and technical documentation which become effective upon publishing of this Network Statement shall apply and shall be taken into consideration on the occasion of construing this Network Statement.

IŽS is not liable for the accuracy of data published herein, which are submitted by the service facility operators.

1.3.3 Appeals Procedure

Appeals procedure in respect of the Network Statement, and in respect of other formal documents of the Infrastructure Manager relating to the path allocation procedure and use of railway infrastructure, is governed by the Law on Railways.

The function of the regulatory body for the railway sector is performed by the Directorate for Railways (hereinafter: the Directorate), as a separate organization which runs the railway-specific state administration affairs as set forth in the Law on Railways.

The scope of the Directorate for Railways has been set out in Articles 118-129 of the Law on Railways ("Official Gazette of the RS" No. 41/2018 and 62/23) and by the provisions of the Law on Safety of Railway Transport ("Official Gazette of the RS" No.41/2018).

Article 120 of the Law on Railways provides that the Directorate is in charge of the following:

- regulation of railway services market;
- licensing of railway undertakings;
- passenger rights;
- safety in railway traffic and interoperability of railway system;
- cableway;
- realization of international cooperation within its scope of competence;
- other tasks in accordance with this law and other laws governing the area of safety in railway transport, interoperability of railway system and cableways for transport.

The applicant for train path allocation may lodge a complaint with the Directorate for Railways against the decision made by the Infrastructure Manager to reject its application for path allocation or against the established conditions for supply of infrastructure capacity, and also when it is not satisfied with the train path allocation procedure and its outcome, subject to payment of a fee in the amount of administrative fee charged for the appeals to the authority.

As a regulatory body, the Directorate deliberates, in the segment of regulation of railway services market, on the complaints lodged by applicants for train path allocation, especially taking into account any potential unfair treatment or discrimination by the Infrastructure Manager or railway undertakings, in connection with:

(1) the Network Statement,

(2) the criteria set out in the Network Statement,

(3) the train path allocation procedure and its outcome,

(4) the method for determining the charge for the use of train path;

(5) the level or structure of charges for the use of train path which it is or may be obliged to pay,

(6) information about service facilities;

(7) the application of provisions of article 13 of the Law on Railways and particularly of access and charges.

The decision of the Directorate is final. The appeal against it may be lodged with the Administrative Court within 30 days of its receipt.

1.4 Structure of the Network Statement

The structure of 2026 Network Statement is in accordance with the general structure for network statements of the European Railway Association (RailNetEurope association) which is applied by most infrastructure managers in Europe in the process of network statement preparation.

The general structure of Network Statement is reviewed as necessary and the latest version is available on the RNE's web-site. The objective of general structure is that all applicants and interested parties may find the same information at the same place in the Network Statement.

The Network Statement consists of 7 chapters that make up the basic document and a series of attachments that contain additional information.

Table No 1. Network Statement Structure

No	Chapter	Description
1.	General information	Contains the general information about Network Statement and contacts
2.	Infrastructure	Contains the description of the network operated by JSC "Infrastructure of Serbian Railways" (IŽS)
3.	Access conditions	Provides a specification of conditions, which will be met by the railway undertaking, prior to gaining the track access
4.	Capacity allocation	Provides the principles and criteria for infrastructure capacities allocation
5.	Services and charges	Provides an overview of services provided by "Infrastructure of Serbian Railways" JSC and charges
6.	Operations	Contains operational rules
7.	Service facilities	Provides an overview of service facilities connected to rail network operated by IŽS

1.5 Validity Period, Updating and Publishing

1.5.1 Validity Period of the Network Statement

This Network Statement shall be valid during the timetable validity period, from December 14th, 2025 to December 12th, 2026.

The Network Statement shall be published not later than two months prior to the commencement of the final deadline for submission of applications for path allocation and shall remain valid during the entire timetable validity period.

1.5.2 Updating Process

The Network Statement will be updated in case of change of important pieces of information published in the Network Statement. Any amendment to the Network Statement will be published separately in the "Official

Gazette of Serbian Railways", whereas the updated (amended) Network Statement will be published on the "Infrastructure of Serbian Railways" JSC website.

1.5.3 Publishing, Distribution and Availability of the Network Statement

The Network Statement will be published on the "Infrastructure of Serbian Railways" JSC website (www.infrazs.rs), both in Serbian and English languages.

If so requested by a railway undertaking, "Infrastructure of Serbian Railways" JSC may provide the Network Statement or a part of it, free of charge, in electronic format.

1.6 Contacts

Contacts relevant for information contained in the Network Statement:

"Infrastructure of Serbian Railways" JSC
Railway Infrastructure Access Department
6, Nemanjina St.
11000 Belgrade
Serbia
Tel.: +381 11 3618 214
Fax: +381 11 3616 814
sektor.pzi@srbrail.rs

1.7 Cooperation Between European IMs/ABs

1.7.1 Rail Freight Corridors

The Pan-European Corridor X from Salzburg in Austria to Thessaloniki in Greece stretches via the infrastructure network of "Infrastructure of Serbian Railways" JSC. On the territory of the Republic of Serbia, on the network of "Infrastructure of Serbian Railways" JSC, Corridor X includes the following railway lines from Šid to Preševo:

- Belgrade – Šid – State border,
- Belgrade – Mladenovac – Niš,
- (Belgrade) – Rakovica – Jajinci – Mala Krsna - Velika Plana,
- Niš – Preševo – State border.

The following branches connect to the primary route of the Corridor:

- Xb, (Budapest) – Novi Sad – Belgrade (railway line (Belgrade) - Stara Pazova – Subotica), and
- Xc, Niš – Dimitrovgrad – (Sofia – Istanbul) (railway line Niš – Dimitrovgrad – State border).

Infrastructure of Serbian Railways is a member of Railway Freight Corridor Alpine-Western Balkans (RFC 10). The corridor connects five countries: Austria, Slovenia, Croatia, Serbia and Bulgaria. The corridor route goes from Svilengrad in Bulgaria, via Sofia, Belgrade, Zagreb to Zidani Most in Slovenia, where the route branches off to two routes via Maribor, Gratz to Wels and via Ljubljana, Villach to Salzburg. The corridor covers 2,114 km of main lines and 31 km of connecting lines. There are 21 intermodal terminals and 12 marshalling yards on the corridor.
More details on the corridor are available on its website https://www.rfc-awb.eu/.

1.7.2 RailNetEurope

RailNetEurope association (hereinafter RNE) was established in January 2004 by virtue of an agreement between 12 Infrastructure Managers from the entire Europe, and their number is constantly rising.

Through its members, RNE operates over 230,000 km long railway lines, including the important ferry lines, and cooperates with more than 120 railway undertakings in international traffic and with more than 300 railway undertakings that, for the time being, operate only in the domestic traffic of the members.

The main efforts are put towards enhancing the access conditions and performance of international railway transport, particularly with respect to operability. To achieve this, RNE is focused on the overall process of international transport operations. It starts with harmonization of mid-term and long-term planning of particular members, joint marketing and sales approach, appropriate planning and operation, and ends with provision of services after transport has been performed, such as monitoring, control and assessment of performed transport.

One of the first steps towards progressive harmonization was creation of a structure model for the preparation of Network Statement, applied by all RNE members.

One of the most important RNE steps was creation of an international network of One Stop Shop offices.

The list of all RNE members and further information on this association may be found at www.railneteurope.com.

"Infrastructure of Serbian Railways" JSC is a full member of the association from April 21, 2016.

One Stop Shop - OSS

Infrastructure Managers have opened national One Stop Shop (OSS) offices that jointly make up a network of contact points for the users within the RNE. As regards the international path allocation applications, the users only need to contact one of these OSSs that will initiate the entire process of international path allocation.

In close cooperation with other IMs, the contacted OSS will:

- offer support and information to undertakings on the entire range of Infrastructure Managers' products and services along the whole route;
- provide all information on the conditions for access to the infrastructure of any Infrastructure Manager within the RNE;
- process the applications for international path allocation within the RNE;
- make sure that all the applications for the next year's Timetable are timely taken into account during preparation of the annual Timetable;
- provide offers for railway paths on the entire route in international traffic.

In accordance with its motto "one face to the customer", the OSS provides professional and efficient assistance via all border crossings, underpinned by transparent procedures based on trust and non-discrimination. The list of contacts by member countries is available at www.railneteurope.com.

"Infrastructure of Serbian Railways" JSC, as a RNE member, conducts intensive activities on defining the procedures so as to implement the OSS in the near future in the railway sector of the Republic of Serbia.

RNE tools

Since 2005, the RNE has taken over the full responsibility for preparation of the international timetable and the support to its activities; it operates the following information systems: for path coordination - PCS (Path Coordination System), for charging - CIS (Charging Information System) and for train information - TIS (Train Information System).

PCS

PCS (Path Coordination System) – is an international path request coordination system for path applicants i.e. railway undertakings, infrastructure managers and allocation bodies. This web-based application optimises international path coordination by ensuring that path requests and offers are harmonised by all involved parties. The input for international path requests needs to be entered only once into the system – either via the domestic application or directly into the PCS. More information is available on: http://pcs.RNE.eu/.

CIS

CIS (Charging Information System) – is an infrastructure charging information system for railway undertakings, infrastructure managers and allocation bodies. This web-based application provides fast information on charges related to the use of the European rail infrastructure and estimates the charge for the use of international train paths within minutes. This is an umbrella application for various national rail infrastructure charging systems. More information is available on: http://cis.RNE.eu/.

TIS

TIS (Train Information System) – is a web-based application which manages the operation of international trains by delivering information on movements of international passenger and freight trains in real time. These data are obtained directly from the system. More information is available on: http://tis.RNE.eu/.

2. INFRASTRUCTURE

2.1 Introduction

The purpose of this section is to provide the information on the railway infrastructure owned by the Republic of Serbia and managed by IŽS, to provide the description and overview of the characteristics of the railway lines and appertaining facilities and equipment that can be used by all those to whom the access to and use of infrastructure have been granted in accordance with the provisions of the Law on Railways. Other information on the IŽS network can be found on the website www.infrazs.rs.

Information on the railway infrastructure published in this document is based on the facts that were familiar at the time of its preparation. All changes occurring after publishing of this document will be updated on the website www.infrazs.rs.

2.2 Extent of Network

The total structural length of standard-gauge lines on the territory of "Infrastructure of Serbian Railways" JSC network amounts to 3 357.341 km, out of which 3 012.201 km of single-track and 345.140 km of double-track lines. The above-mentioned line length includes 1 758.971 km of main lines and 1 598.37 km of other lines. The total of 1 313.257 km of open tracks have been electrified, together with main running tracks (968.117 km of single-track and 345.140 km of double-track lines).

The total length of electrified lines - open tracks and main running tracks is 1 659.525 km. All the above data relate to standard-gauge 1435 mm tracks. More detailed information is available in Appendix 6.

In addition, "Infrastructure of Serbian Railways" JSC also operates the museum-tourist railway line - "Shargan Eight" - which is 22.471 km long and whereof track gauge is 760 mm.

2.2.1 Limits

In terms of ownership and management of public railway infrastructure, there is only one railway network in the Republic of Serbia and this is a state-owned network, managed by IŽS. Therefore, the term "limit" also means state borders which at the same time represent borders with the neighbouring railway networks.

The IŽS railway network borders with the neighbouring railway networks are the following border stations: Subotica, Horgoš, Kikinda, Vršac, Bogojevo, Šid, Brasina, Preševo, Đeneral Janković, Vrbnica and Dimitrovgrad.

Upon crossing of state borders, the track gauge remains unchanged.

The type of traction is changed only at the border crossing with the Republic of Bulgaria, at Dimitrovgrad station on the railway line Niš-Dimitrovgrad- State Border.

2.2.2 Connecting Railway Networks

The railway network of the Republic of Serbia is connected with the railway networks of the following seven countries: Croatia, Hungary, Romania, Bulgaria, North Macedonia, Montenegro and Bosnia and Herzegovina. Traffic can be organized via ten border crossings, while one border-crossing is under the control of UNMIK.

For more detailed information please refer to Table No 2. The names of neighbouring countries' stations in the table are given in authentic form, as registered in the official timetables.

The term joint border station means a border station in which border control is jointly performed by the competent state authorities, as well as traffic handover between the railway undertakings. Joint border stations are governed by bilateral state agreements. Performing of traffic handover in other border stations is within decision –making domain and agreement between the railway undertakings.

Table No 2. Border crossings, border railway lines and border stations

	Neighbouring country	Border railway lines	Border stations	Neighbouring infrastructure manager	Note
1	Croatia	Šid-State Border -Tovarnik	Šid Tovarnik	HŽI	
		Bogojevo-State Border-Erdut	Bogojevo Erdut	HŽI	
2	Hungary	Subotica-State Border-Kelebia	Subotica Kelebia	MAV Zrt	
		Horgoš-State Border-Roszke	Subotica Roszke	MAV Zrt	In case of freight trains, each country conducts the border police and customs' inspections on its own territory, wheras for passenger trains, joint border control is performed in Roszke station.
3	Romania	Vršac- State Border - Stamora Moravita	Vršac Stamora Moravita	CFR SA	
		Kikinda-State Border-Jimbolia	Kikinda Jimbolia	CFR SA	
4	Bulgaria	Dimitrovgrad-State Border Dragoman	Dimitrovgrad Dragoman	NKŽI	
5	North Macedonia	Preševo- State Border Tabanovci	Preševo/ Ristovac Tabanovci	IŽRSM	Joint border station Tabanovci
		Đeneral Janković - State Border -Volkovo	Đeneral Janković	IŽRSM	Temporary under the supervision of UNMIK Railways
6	Montenegro	Vrbnica - State Border – Bijelo Polje	Vrbnica / Bijelo Polje	ŽICG	Joint border station Bijelo Polje
7	Bosnia and Herzegovina	Brasina - State Border – Zvornik Novi	Brasina Zvornik Novi	ŽRS	

Within the national network, the public railway infrastructure operated by IŽS is connected with other railway infrastructures in the Republic of Serbia. The sidings of Elektroprivreda Srbije and HBIS Group Serbia Iron & Steel" d.o.o. are connected to IŽS national railway network.

These sidings are used for transport of goods for own needs (industrial railways) and they do not belong to the national railway network.

Railway infrastructure operated by IŽS is also connected with a number of railway industrial sidings owned by the business entities.

For other information on railway infrastructure operated by IŽS, which are not contained and presented herein, please contact IŽS at the following address:

"Infrastructure of Serbian Railways" JSC
Railway Infrastructure Access Department
6 Nemanjina St., 11000 Belgrade, Serbia
Phone.: +381 11 3618 214
Fax: +381 11 3616 814
sektor.pzi@srbrail.rs

2.3 Network Description

2.3.1 Geographic data and types of railway lines

General network information is given in Table No. 3.

Table No 3. Structural length of the lines within the network

Total network length	3 357.341 km
Single-track lines	3 012.201 km
Double track lines	345.140 km
Narrow-gauge lines	22.471 km*
Non-electrified lines	2 044.084 km
Electrified lines	1 313.257 km

* Narrow-gauge line Šargan Vitasi – Mokra Gora – State Border (Višegrad)

Types of railway lines

Pursuant to the Regulation on categorization of railway lines that belong to public railway infrastructure ("Official Gazette of the RS", No. 92/20, 6/21, 33/22 and 63/23) applied by the "Infrastructure of Serbian Railways" JCS, railway lines are classified as main lines, regional lines, local lines, shunting lines and museum-tourist lines.

Pursuant to the law governing the railways, railway lines are classified as follows:
1. main lines- of importance to international and domestic service;
2. regional lines - of importance to regional and local service;
3. local lines - of importance to local service;
4. shunting lines - of importance to business entities,
5. museum-tourist railway lines.

Main lines with associated line number are:

101 Belgrade Centre-S. Pazova-Šid-State border-(Tovarnik);
102 Belgrade Centre - Junction "G"- Rakovica-Mladenovac-Lapovo-Niš-Preševo-State border-(Tabanovce);
103 (Belgrade Centre)- Rakovica-Jajinci-M.Krsna-V.Plana;
104 (Jagodina) Ćuprija Junction – Ćuprija-Paraćin;
105 (Belgrade Centre)-S.Pazova-N.Sad-Subotica-State border-(Kelebia);

106 Niš-Dimitrovgrad-State border-(Dragoman);
107 Belgrade Centre-Pančevo Main St.-Vršac- State border-(Stamora Moravita);
108 (Belgrade Centre)-Resnik-Požega-Vrbnica- State border-(Bijelo Polje);
109 Lapovo-Kraljevo-Lešak-Kosovo Polje-Djeneral Janković- State border-(Volkovo);
110 Subotica-Bogojevo-State border-(Erdut);
111 Belgrade Marshalling Yard „A"-Ostružnica-Batajnica;
112 Belgrade Marshalling Yard „B"-Ostružnica;
113 Belgrade Marshalling Yard „A"-Junction„B"- Junction „K/K1"-Resnik;
114 Ostružnica-Junction „B"-(Junction „K/K1");
115 Belgrade Marshalling Yard „B"-Junction „R"- Junction „A"-(Resnik);
116 (Belgrade Marshalling Yard „B")-Junction „R"-Rakovica;
117 Belgrade Marshalling Yard „A"-Junction „T"-Rakovica;
118 Belgrade Marshalling Yard „B"-Junction „T"-(Rakovica);
119 Connecting track in the area of Junction „K/K1": (Junction „B")--Points „K"-Points „K1"-(Jajinci);
120 (Junction Pančevo Most)-Junction Karadjordjev park-Junction Dedinje-(Junction „G");
121 Indjija-Golubinci;
122 Novi Sad-Novi Sad Marshalling Yard-Junction Sajlovo;
123 By-pass track at the station Mala Krsna: (Kolari)-Junction points 1-Junction points 28-(Osipaonica);
124 Junction Lapovo Varoš-Lapovo Marshalling Yard-Lapovo;
125 Trupale-Niš Marshalling Yard-Medjurovo;
126 Crveni Krst-Niš Marshalling Yard;
127 Niš-Junction Most-(Niš Marshalling Yard);
128 Connecting track at the station Niš: (Crveni Krst)-Junction points 3-Junction points 4-(Ćele Kula).

Regional lines with associated line number are:

201 Subotica-Horgos-State border-(Roszke);
202 Pančevo Main St.-Zrenjanin-Kikinda-State Border-(Jimbolia);
203 Belgrade Donji Grad (km 7 + 041) – Belgrade Danube – Junction Pančevo most[1];
204 Topčider Passenger Station (km 4 + 195) – Junction "G" – (Rakovica)[2];
205 Banatsko Miloševo-Senta-Subotica;
206 Pančevo Varoš-Junction „2a"-(Jabuka);
207 Novi Sad-Odžaci-Bogojevo;
208 (Novi Sad)-Junction Sajlovo-Rimski Šančevi-Orlovat stop;
209 Novi Sad Marshalling Yard Junction points 7-Novi Sad Lokoteretna-Sajlovo Junction;
210 Orlovat- Junction „1a"-(Lukićevo);
211 Ruma-Šabac-Junction Donja Borina-State border-(Zvornik Novi);
212 (Platičevo)-Junction „1"-Junction „3"-(Štitar);
213 Stalać-Kraljevo-Požega;
214 Connecting track at the station Kraljevo: (Mataruška Banja)-Junction points 72-Junction points 73-(Adrani)
215 Connecting track at the station Požega: (Uzići)-Junction points 53-Junction points 54-(Dragačevo);
216 Smederevo – Junction Jezava – Radinac – Mala Krsna;
217 Junction Jezava – Smederevo Port;
218 Mala Krsna-Bor-Junction „2"-(Vražogrnac);
219 (Nis) - Crveni krst-Zaječar-Prahovo Port;
220 (Rgotina)-Junction „3"-Junction „1"-(Trnavac);
221 (Barlovo)-Junction „1"-Kuršumlija;

[1] By virtue of the Conclusion adopted by the Government of the Republic of Serbia No 340-2986/2022 dated April 7th, 2022, the Decision of the Shareholders' Meeting of Infrastructure of Serbian Railways JSC on termination of railway line Belgrade Donji Grad (km 7+041) – Belgrade Danube – Junction Pančevo Most has been approved.
[2] By virtue of the Conclusion adopted by the Government of the Republic of Serbia No 340-2989/2022 dated April 7th, 2022, the Decision of the Shareholders' Meeting of Infrastructure of Serbian Railways JSC on termination of public railway service, dismounting and reconstruction of infrastructure capacities on railway line Topčider Putnička (km 4 + 195 – Junction „G" – (Rakovica) has been approved.

222 Kuršumlija-Kastrat;
223 Doljevac-Kastrat-Merdare - Kosovo Polje;
224 Kosovo Polje-Metohija-Peć;
225 Kosovo Polje Freight St.-Junc. „1”-(Drenica);
226 Vrbas – Sombor.

Local lines with associated line number are:

301 Subotica-Subotica Factory;
302 Subotica-Subotica Hospital;
303 Novi Sad (km 1+042)-Novi Sad Ložionica;
304 (Podbara)-Junction „3”-Junction „2”-(Kać);
305 (Rimski Šančevi)-Junction „1”-Junction „3”-(Podbara);
306 Rimski Šančevi-Žabalj;
308 (Brasina)-Junction Donja Borina-Zvornik Grad;
309 Pančevo Varoš-Pančevo Vojlovica;
310 Connecting track at the station Senta: (Čoka)-Junction points 22-Junction points 23-(Orom);
311 Markovac-Svilajnac-Despotovac- (Resavica);
312 Metohija-Prizren;
313 Vršac – Bela Crkva.

Shunting lines with associated line number are:

401 Vršac-Vršac Vašarište;
402 Kikinda-Metanolsko sirćetni kompleks(km 6+413);
403 Bogojevo-Dunavska Obala;
404 Paraćin-Stari Popovac;
405 Surčin-Jakovo-Bečmen;
406 Šid-Sr.Rača Nova-State Border-(Bijeljina);
407 Ovča-Padinska Skela;
408 Sonta – Apatin factory;
409 Bačka Palanka - Gajdobra

Museum-tourist line with its associated number is:

501 Šargan Vitasi – Mokra Gora – State Border (Višegrad).

Due to the technical condition of particular local and shunting lines, traffic is no longer possible on such lines and is currently completely or partially suspended. More details can be found in Appendix 6.

The following IŽS lines belong to main international railway lines according to AGC (European Agreement on Main International Railway Lines):

Direction North – South
E 771 Subotica-Bogojevo
E 79 Belgrade - Vrbnica
E 85 Subotica-Belgrade-Niš-Preševo
-Kraljevo-Djeneral Janković
Direction West – East
E 66 Belgrade-Vršac
E 70 Šid-Belgrade-Niš-Dimitrovgrad

2.3.2 Track Gauges

Track gauge along the network is 1435 mm, except for the museum-tourist line the “Shargan Eight“, whose gauge is 760 mm.

2.3.3 Stations

Names, km-points and distances in km between particular service points are given in Appendix 6.

2.3.4 Loading Gauge

Loading gauge is a limited space viewed as a cross section vertical to the track axis that may not be exceeded by any part of the rail vehicle, whether loaded or empty. The loading gauge registered for all IŽS lines for international traffic is UIC GB, except for parts of the railway lines Valjevo – Kalenić and Grlica - Djeneral Janković, where the registered loading gauge is UIC GA. These loading gauges are in line with the UIC Leaflet 506.

The loading gauge that applies to domestic traffic on IŽS lines is ŽS I. The ŽS I gauge is slightly larger than the UIC GA loading gauge and slightly smaller than UIC GB. The summary of loading gauges is presented in Appendices 3.1.-3.3.

IŽS lines have not been coded for the combined transport gauges in accordance with UIC Leaflet 596-6. However, the measurements that were performed have shown that movements of wagons carrying combined transport load units - such as high cube containers (HCC), semi-trailers and entire road vehicles - are possible. Movements of such consignments are possible under special safety conditions in the exceptional transport regime.

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E-mail: sp@infrazs.rs

2.3.5 Weight Limits

In accordance with UIC Leaflet 700, depending on track capacity to bear loads by vehicles on the railway network, various weight limits are applicable and expressed in tonnes per axle and tonnes per linear metre.

The load by a railway vehicle per linear metre is the load of an unloaded or loaded railway vehicle divided by the length of the railway vehicle expressed in metres and measured between tops of uncompressed buffers.

Axle load of a railway vehicle is the load of an unloaded or loaded railway vehicle divided by the number of axles of the railway vehicle.

Based on the above-stated, railway lines were classified into categories (Regulations on classification of railway lines No. 325, published in the Official Gazette of the Community of Yugoslav Railways (ZJŽ) Nos. 7/89 and 9/90). The classification of IŽS railway lines is shown in Table No. 4.

Table No 4: Categories of admissible loads on IŽS network

Admissible loads per linear metre		Admissible loads per axle			
		A	B	C	D
		16 t	18 t	20 t	22,5 t
1	5.0 t/m	A	B1		
2	6.4 t/m		B2	C2	D2

3	7.2 t/m			C3	D3
4	8.0 t/m				D4

The overview of admissible loads in tonnes per axle and in tonnes per linear metre is presented in Appendix 6.

2.3.6 Line Gradients

In order to determine required train braked weight, the ruling gradients for braking must be determined for each line or track section. The ruling line gradient for braking means the value of its longitudinal gradient, on the basis of which braked weight percentages are determined, i.e. the required train braked weight on a certain line or track section. The longest longitudinal gradient (rising or falling) on a specific line (or section), over the length of 1000 metres or more, is considered to be the ruling gradient of that specific line or section. In determining the ruling gradient for braking, the curve and tunnel related resistances are not taken into consideration.

The ruling resistance of a line or one of its sections means the value of its specific resistance due to gradient, curve and tunnel, on the basis of which train weight i.e. locomotive hauled load is determined.

The overview of ruling gradients and ruling resistances of particular lines is presented in Appendix 6.

2.3.7 Maximum Line Speeds

The maximum permissible speed with respect to line capacity is the maximum speed permitted on a line or line section with respect to the railway line superstructure and its structures (carrying capacity of the track, its lining and levelling, curve radius, points design, etc.), fixed electric traction installations and signalling and interlocking devices on the line, and it may not exceed the lowest one of such speeds.

Restricted speeds are permanently prescribed speeds that are lower than the maximum permissible speed on the railway line and that are applied on a certain section of the railway line due to its technical condition or that are applied while running in the points area.

For further information on maximum permissible speeds and restricted speeds with respect to line capacity, please refer to Appendix 6.

2.3.8 Maximum Train Lengths

The length of each train is determined during the capacity allocation procedure and it is expressed in rounded metres. The maximum permissible length of a train operating on a line, for the purposes of its smooth acceptance and forming in railway stations, at passing points and other service points, is determined on the basis of the maximum permissible train length in certain stations, passing points and other service points along the given line and with respect to usable length of main lines.

Maximum permissible length of a train for station tracks is obtained by subtracting the length of 25 m to be taken up by the locomotive and spare 10 m to be taken up by the train, from the usable track length expressed in metres and determined under the Instructions (Instructions on the technical standards and data for the preparation of timetable implementation, “Official Gazette of ZJŽ Nos. 9/89, 6/91, 8-9/91, 4/92, and 9/92).

Actual length of a train is obtained by totalling the lengths over uncompressed buffers of all vehicles included in the train, except for the locomotive hauling the train, whose length has been taken into account during determination of maximum permissible train length at a station. If a train has double heading, banking locomotive or intermediate-haul locomotive, their lengths must be taken into account when determining the train length.

The overview of distances between the service points and maximum permissible train lengths relative to usable track lengths is presented in Appendix 6.

The provisions of paragraph 2 of this article shall also apply to the length of the passenger train. The passenger train may be longer than the length of the platforms and arranged areas in service points, and if the railway undertaking requires their dwelling in such service points, it must set and ensure the necessary safety measures for passengers in accordance with local and/or other specific circumstances. The overview of platforms and arranged areas in service points is given in Appendix 8 and for further details, please contact IŽS:

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2.3.9 Power Supply

IŽS ensures the transmission of required electric energy from the public power supply network of the Republic of Serbia via the fixed electric traction installations (substations) and the catenary for electric train traction. All electrified railway lines have the basic power supply system, which is single-phase AC 25 kV 50 Hz system. The overview of electrified railway lines is presented in Appendix 3.4. The overview of power supply installations is presented in Appendix 3.5.

The power supply system voltage is U=25 kV, and its frequency is f=50Hz. The height of the contact wire are Hkpmin=5000 mm, Hkpnom=5500 mm and Hkpmax=6000 mm. The staggering of the OCL is p=±200 mm along the straight track, and p=300 mm in curves.

In the 25kV, 50 Hz power supply system, the use of pantograph (current collector) for electric motive power is permitted according to the General Contact Line Catalogue (type POS-III/E). The design of pantograph is shown in Figure No 1.

The basic parameters for the asymmetric pantograph used on IŽS network, with double contact strip and pneumatic actuator, are in accordance with the provisions of UIC Leaflet 608 and are shown in Table No 5.

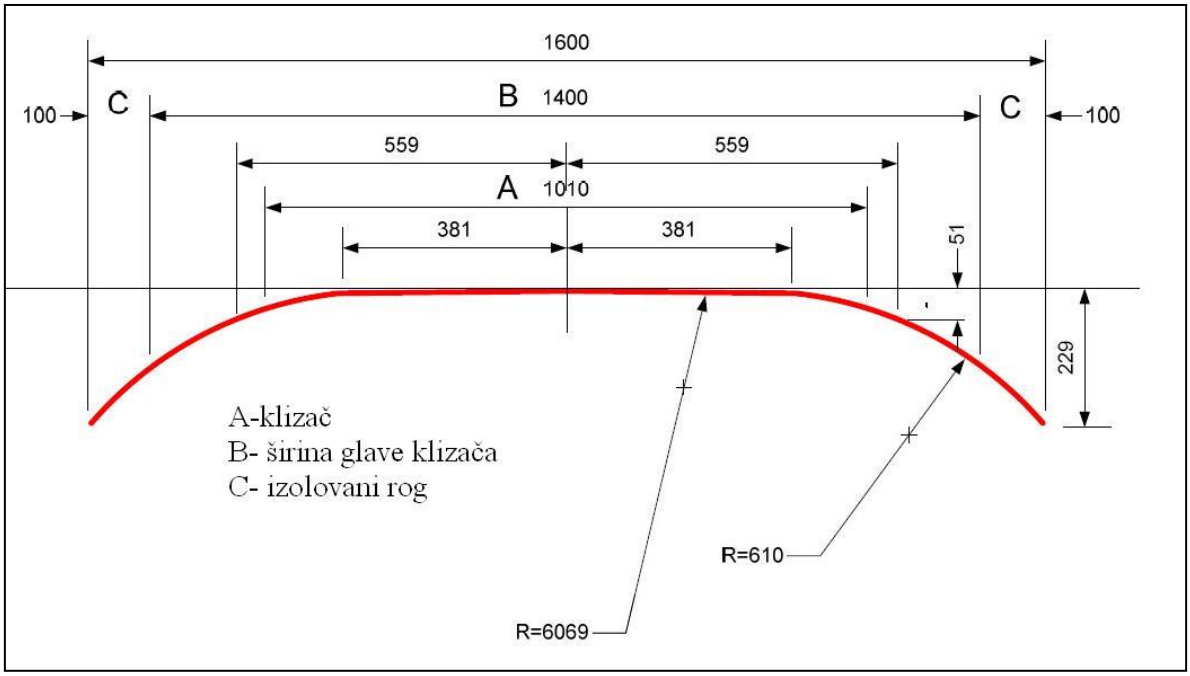

Figure No 1. – Dimensions of pantograph

Table No. 5: Pantograph parameters

Permissible width of horned slipper holder (mm)	Width of metal horns (mm)	Rated current (A)	Height of contact line (mm)	Minimum length of contact strip (mm)	Static force Fa (N	Maximum aerodynamic force Fa (N)	Maximum speed (km/h)	Type of contact strip
1600	1400	400	6200 5500 5000	800	60-90	70	160	graphite

2.3.10 Signalling Systems

Railway signals provide signals by means of which railway staff can mutually communicate in a fast and reliable way about train operation, shunting, permitted and forbidden runnings via a certain location, the track condition, the need for speed restriction, etc. Some signals are used for preserving of personal safety of railway staff and other persons.

Regulations on types of signals, signal markings and track markings ("Official Gazette of the RS" No.50/20) are applicable to the use of signals and signal markings.

There are eleven types of station track interlocking on the network of "Infrastructure of Serbian Railways" JSC, and they are presented in Appendix 6.

On IŽS network, the main arterial routes are equipped with fully centralized electrical relay signalling & interlocking equipment, as follows:

- Belgrade Center-Niš-Preševo: Siemens SpDrS-64/JZ track circuit system,
- (Belgrade Center) - Resnik-Vrbnica: Siemens SpDrS-64/JZ axle counter system,
- Stara Pazova – Golubinci: Siemens SpDrS-64/JZ track circuit system,
- Golubinci-Ruma: Siemens SpDrS-64/JZ axle counter system,
- Ruma-Šid: Siemens SpDrS-64/JZ track circuit system,

In all stations on Belgrade Center – Stara Pazova – Novi Sad – Subotica line section, new electronic signalling and interlocking devices type "DS6-60" with "MMI" electronic control and monitoring system have been installed. Within the upgrade performed on trackside and station electronic signalling and interlocking devices, all service points on Belgrade Center – Stara Pazova – Novi Sad – Subotica line section have been included in the central traffic control and command system – remote control type "FZt – CTC".

The main arterial routes Šid- Golubinci – (Stara Pazova) – (Belgrade Center)-Niš-Preševo and Belgrade Center- Vrbnica are included in the system of remote traffic control and command – remote control centre (manufactured by Westinghouse). There are three remote control centres - in Belgrade, Požega and Niš. Based on this device, 3 remote control centres were set-up in Belgrade, Niš and Požega with the total of 133 controlled stations.

Dimitrovgrad Station (railway line Niš-Dimitrovgrad-State Border) is equipped with electronic signalling & interlocking device Simis-W with Iltis control & supervision system manufactured by Siemens.

In addition to the above-mentioned, Pančevo Main St. and Ćuprija stations are equipped with electronic signalling & interlocking devices.

Other railway lines are equipped with other above stated interlocking types, but there is no continuity as regards to one system of interlocking.

The overview of signalling and interlocking devices is presented in Appendix 3.6.

2.3.11 Traffic Control Systems

The movement of trains running in opposite directions and consecutive train movements are controlled by requesting and giving the permission i.e. announcement of arrival and departure.

Consecutive trains can follow one another only in particular space intervals. For the control of trains following one another in particular space intervals, railway lines can be divided into:

- Block sections between stations - when two neighbouring stations control the sequence of trains in the station interspace,
- Train-recording sections - when two neighbouring train-recording points or a station and a neighbouring train-recording point control the sequence of trains in announcement intervals,
- Block sections – when the traffic of consecutive trains is controlled by automatic positioning of automatic block signals in the position of permitted or forbidden train ride.

In addition to space distance, in case of consecutive trains in train reporting and block intervals, there should be a time interval so as to avoid train stopping before automatic block signals due to different train journey times over block sections (time spacing).

On the railway lines of “Infrastructure of Serbian Railways” JSC there are also interstation interlocking devices (MZ) which regulate train traffic at distances between stations, where an interstation track occupation is reported by means of axle counters.

There can only be one train in one block section on the same track and at the same time.

Train operation is regulated by movements inspectors who uses the station signal boxes and along railway lines through remote control – by the remote control dispatcher from the central signal box, except at the stations that are not included in the remote control system. The traffic of trains running in opposite directions and consecutive trains is regulated by movements inspectors at manned stations and along the railway lines included in the remote control system it is regulated by remote control dispatchers.

“Infrastructure of Serbian Railways” JSC uses "Flexi code 560" remote control system on its territory, manufactured by Westinghouse. It uses semiconductor technology and a code system, and controls instruction completeness at the stages of forwarding and acceptance. It was developed as a standard format and it consists of a remote control centre, which can control 32 stations on one railway line and of one or more lines for data transfer, as well as the remote control equipment at stations (satellites).

Based on this device, 3 remote control centres were constructed in Belgrade, Nis and Pozega, with 140 controlled stations.

On Belgrade Center – Stara Pazova – Novi Sad – Subotica line section , all service points are included in the central traffic control and management system – remote control center type FZt-CTC.

The train control system is governed by the Traffic Regulations (“Official Gazette of RS” No 34/22 and 107/22) and Instructions on particular procedures in performing of traffic service on the territory of Infrastructure of Serbian Railways (“Official Gazette of Serbian Railways” No 43/22).

The train control methodology is presented in Appendix 6.

2.3.12 Communication Systems

In the course of traffic operations, communication is carried out via telecommunication devices – telephone and ground-train radio links. Communication via means that provide reliable and continuous registration of notifications (teleprinter, telephone or radio link with registration devices) is considered to be verifiable communication. The notifications related to the control of train movements (permissions and instructions given to train crew via telephone or ground-train radio links) are furnished exclusively via devices for verifiable communication.

The communication between movements inspectors, remote control centre dispatchers and drivers is carried out in Serbian language.

All notifications are given in the format and manner set forth in the Traffic Regulations ("Official Gazette of RS" No 34/22 and 107/22), Instructions on particular procedures in performing of traffic service on the territory of Infrastructure of Serbian Railways ("Official Gazette of Serbian Railways" No 43/22) and Regulation on records kept by the railway undertaking and the railway infrastructure manager („Official Gazette of the RS" no.56/19, 154/20 and 159/20).

The overview of telecommunication links and installations is presented in Appendix 3.7.

IŽS network uses analogue ground-train radio system (RDV) for transmission of specially coded voice information in the frequency range of 460 MHz and by using frequencies belonging to quadrifrequency groups according to UIC Leaflet 751-3. The system operates in full duplex (modes A and B), with selective calling option including automatic identification and making special calls (group, intervention).

There is a possibility of integrating into local radio networks (mode C) and automatic telephone exchange. The devices were manufactured by AEG (now EADS telecom) in the '70s and the '90s.

On the lines with a dispatcher control system, the train operating staff is connected with the remote control centre dispatchers via mobile RDV units, which represent mandatory driver's cab equipment.

The GSM-R system enables voice communication and transmission of text messages within the ERTMS, i.e. for ETCS L2 and ETCS L3. The GSM-R system is installed on line section Belgrade Center – Stara Pazova– Novi Sad – Subotica.

2.3.13 Train Control Systems

For the time being, there is no automatic train control system on the railway lines of "Infrastructure of Serbian Railways" JSC.

Intermittent transmission AS device (automatic train control) with resonant frequencies of 1000Hz and 2000Hz, type Indusi (I 60), is used for the control of train movements. It is comprised of:

- track magnet (stationary trackside part of the device)
- transmission system (inductive link between the track magnet and locomotive auto-stop device), and
- locomotive part installed on the traction unit.

Track magnets are installed on the right-hand side of the track, in the direction of train movement.

Functioning and operating of AS devices have been stipulated under the Operator's Manual for inductive I-60 AS devices (Instructions No 425), Instructions for installation, testing and putting into operation and maintenance of the locomotive part of I-60 AS device (Instructions No 426), and Instructions for use, installation, testing and maintenance of trackside AS devices on the lines of Yugoslav Railways (Instructions No 427).

The overview of the lines equipped with AS device is presented in Appendix 3.6.

The ERTMS is the European Rail Traffic Management System. The ETCS is a part of ERTMS. On Belgrade Center – Stara Pazova – Novi Sad – Subotica line section the ETCS L2 is installed.

Functioning of the KMC (Key Management Center) system for the ETCS key management, enabling the railway carriers to use the GSM-R and ETCS, is prescribed in the *Instructions for creating the KMC keys for registering the new devices on the ETCS-2 system.* The instructions, in the format of Infrastructure Manager's act, is provided in Appendix 2.

In accordance with the instructions and aimed at using the GSM-R and ETCS, it is necessary for the railway carrier to submit a Request for issuance of encryption keys for communication in the ETCS system via the

Railway Infrastructure Access Department. The request is submitted in a prescribed format, in line with Appendix 3.6a.

2.4 Traffic Restrictions

2.4.1 Specialised Infrastructure

According to Article 40 of the Law on Railways ("Official Gazette of RS" No 41/18 and 62/23), if there are appropriate alternative routes, the Infrastructure Manager may, upon consulting interested parties, designate the specialised infrastructure for particular types of traffic.

In case that a specialized infrastructure is designated, the Infrastructure Manager may, when allocating the infrastructure capacity, give priority to such type of traffic, however prioritizing may not be in collision with the competition protection rules. Designating of specialized infrastructure will not exclude the use of such infrastructure for other types of traffic when capacities are available.

There is no specialised infrastructure on the network operated by IŽS in the above sense.

2.4.2 Environmental Restrictions

Environmental restrictions, such as noise levels, are not currently applied on the network managed by IŽS.

2.4.3 Dangerous Goods

The transport of dangerous goods on the railway infrastructure operated by IŽS is regulated by international and national regulations in the field of transport of dangerous goods in accordance with 3.4.4 - Dangerous Goods.

On the Niš – Dimitrovgrad – State Border – (Dragoman) railway line, the transport of tank wagons carrying ammonia is prohibited.

Locations for loading, unloading, transshipment of dangerous goods may be performed only in places that meet prescribed requirements. The stations (service points open to the acceptance and forwarding of goods) within the rail infrastructure do not meet this requirement, wherefore handling of dangerous goods in the station areas (service points) is not allowed.

Handling of certain types of dangerous goods () can be performed on special tracks under special conditions, i.e. on particular parts of the tracks in particular stations. The list of service points in which transshipment of dangerous goods can be performed is given in Appendix 3.8.

For further details, please contact IŽS:

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Traffic Department
Central Operational Department
Main Dispatcher for Transport of Dangerous Goods
6 Nemanjina St
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e-mail: rid1@srbrail.rs.

2.4.4 Tunnel Restrictions

On the railway line Belgrade Centre –Pančevo Main St. - Vršac- State border, through the "Vračar" tunnel i.e. on the section junction Karađorđev park – junction and Pančevo Most stop and through the "connecting" ("vezni") tunnel i.e. on the route Karađorđev park junction - Dedinje junction, the trains with diesel traction vehicles, DMUs, diesel motor track vehicles, as well as vehicles with their own diesel generator set (power supply wagon, reefers with generator set station) cannot be regularly dispatched. Exceptions to this are DMUs series 711 and relief (auxiliary) trains with diesel traction of the infrastructure manager which are urgently dispatched to the accident/incident locations and diesel motor track vehicles used for urgent elimination of obstacles disrupting the traffic, while respecting the limitations that interval of sequence and the time between meeting of any two vehicles with diesel drive cannot be shorter than 30 minutes.

In other cases, the diesel motor vehicles of the infrastructure manager can run on the specified sections when the transport of trains for transport of passengers is not organized in the service point Vukov spomenik.

Along with the obligation to respect the restrictions regarding the vehicle drive, for the transport of freight trains containing wagons with a RID marking (loaded or empty vehicles for transport of dangerous goods), the following conditions apply:

- on the part of railway line Pančevo Most–Rakovica and Pančevo Most - Belgrade Centre, trains can operate only in the period when traffic of passenger trains is not organized i.e. when the station is closed for passenger transport,
- on the part of railway line Pančevo Most –Rakovica and Pančevo Most - Belgrade Centre, there can be only one train with RID marked wagons i.e. meeting of two freight trains if at least one is composed of RID marked wagons is not permitted;
- during the operation of trains composed of RID marked wagons, an additional technical inspection must be carried out, which includes checking of bearing temperature and enhanced visual control of loads (valve, clamps etc.)for the train which operaters in direction Pančevo Most – Rakovica and Pančevo Most – Belgrade Centre in Pančevo Main St., and for the trains operating in direction Rakovica –Pančevo Most either in Rakovica station or in Belgrade Marshalling Yard (if it is performed in Belgrade Marshalling Yard, there is no need for the inspection to be performed in Rakovica station);
- obligation of railway undertaking upon performed additional technical inspection of a train in stations Pančevo Main St., Rakovica and Belgrade Marshalling Yard, is to register a clause in the telegraph-telephone log „The additional technical inspection of train No _____ was performed on date ____at_____ hours (signature of authorized representative of railway undertaking)", thereby to inform the train dispatcher in a proved way that technical inspection of train was completed before dispatching it on the part of railway line Pančevo Most-Rakovica. In the event that railway undertaking does not have an organized inspection service in stations Pančevo Main St., Rakovica and Belgrade Marshalling Yard, and that technical inspection of trains composed of loaded or empty RID marked wagons has not been performed, such train cannot operate on the part of railway line Pančevo Most -Rakovica.

Freight trains, which have loaded or empty RID marked wagons, must in no case operate in the direction Belgrade Center - Pančevo Most.

2.4.5 Bridge Restrictions

There are no bridge restrictions in terms of specifically defined requirements apart from those arising from the bridge structural parameters. Exceptionally, until the construction of the fifth longitudinal bridge girder into the construction of „Pančevo Most" across Danube river, on the railway line Belgrade Centre – Pančevo Main St. – Vršac – State Border, between location on junction Pančevo Most—Krnjača Most all assemblies of two freight trains are prohibited on „Pančevo Most".

2.4.6 Maximum Train Weight Restrictions

The maximum train weight for the trains running on the Niš – Dimitrovgrad – State Border – (Dragoman) is restricted to 1200 tonnes.

2.4.7 Train Traction Restrictions

On the Stara Pazova – Novi Sad – Subotica line section, trains with diesel traction must not be dispatched. The exception from this rule are the trains of railway undertakings performing construction, reconstruction or maintenance of railway infrastructure. In case of trains that, in addition to the train locomotive, also contain the additional active locomotives, i.e. double heading locomotives, such locomotives must run within the train composition along the entire Batajnica – Novi Sad – Subotica line section. Inclusion i.e. removal of the double heading locomotive from the train composition is allowed only in Novi Sad Marshalling Yard.

2.4.8 Train Speed Restrictions

On the Batajnica – Stara Pazova – Novi Sad – Subotica line section, the speed of freight trains is 90 km/h. The exception from this rule are the trains of railway undertakings performing construction, reconstruction or maintenance of railway infrastructure.

2.5 Availability of the Infrastructure

All railway lines operated by IŽS are open to railway traffic from 0.00 h to 24.00, except for the lines on which the traffic due to technical condition is temporary impossible/ or with the Decision of the Government of the Republic of Serbia the consent for the suspension of public transport of passengers and goods on the part on the railway infrastructure was given („Official Gazette of the RS“no.80/2016), and they are listed in Appendix 6. Service points are open for railway traffic permanently, as some of them may have limited operating hours envisaged for the effective staff of the traffic service, as stated in Appendix 6. Details about mentioned working time are published in the timetable material, and for more datils please contact:

“Infrastructure of Serbian Railways”JSC
Traffic Department
6 Nemanjina Street, 11 000 Belgrade, Serbia
Tel/Fax: +381 11 3618 214
E mail: sektor.sp@infrazs.

Exceptionally, on the railway lines with limited hours of operation where mentioned staff is working in limited operating hours, train operations can take place outside the mentioned hours when trains have to operate via auxiliary routes due to the occurrence of an accident or incident. Appendix 3.9 contains an overview of auxiliary routes that may be used as alternative to regular ones. Certain lines that may be used as auxiliary routes can be of different class from the line class along the regular routes with respect to permitted loads per axle or m’.

A railway operator may also submit a request for train path allocation outside the operating hours of the line or railway service points, in which case such railway operator has to bear all the costs of entire traffic organization for longer operating hours of the line, i.e. service points.

If several railway operators are using longer operating hours, they will jointly bear the costs.

Infrastructure Manager is responsible for maintenance, overhaul and modernization of the infrastructure in order to provide appropriate service and safe performance of transport operations. In this respect, IŽS plans regular maintenance of the lines that affect the availability of infrastructure, in the sense of closure of specific line sections for a specific time period or introduction of temporary train speed restrictions.

The infrastructure use restrictions required for regular infrastructure maintenance are part of the capacity allocation process and are published within the timetable documents, in the timetable booklets (KRVs).

IŽS will issue for all railway operators a 3-months' prior notice of any planned longer works to be performed on the railway infrastructure and which could affect the transport operations and the timetable due to the speed restrictions, route changes, use of buses instead of trains for the carriage of passengers, etc.

For all freight trains running in the South-North and transit the part of railway infrastructure between station Velika Plana and node Belgrade, regular routing is across the railway line (Belgrade)-Rakovica-Jajinci-M. Krsna-V. Plana and the compiling of paths in done in this way. Exceptionally this rule cannot be applied during the planned works on reconstruction of above-mentioned railway line.

For all freight trains running in the south-north and transit the part of railway infrastructure between node Belgrade and station Velika Plana, regularly routing is across the railway line (Belgrade)-Resnik-Mladenovac-V. Plana and the compiling of paths in done in this way.

The railway lines on the territory of Kosovo and Metohija are under interim supervision of UNMIK, according to the Temporary Agreement between ZTP Beograd and UNMIK Railways of 31/05/2002 (ref. number 300/2002 - 153 of 31/05/2002), wherefore the path allocation requests for this territory will not be taken into consideration.

2.6 Infrastructure Development

Railway infrastructure, which is managed by IŽS, is constantly being renewed and modernized, in order to enable to the users the best possible service quality.

Development projects of the infrastructure are defined within Strategic plan of IŽS (Decision of the Assembly of Joint stock company for public railway infrastructure management ”Infrastructure of Serbian Railways”JSC, Belgrade no. 5/2017-116-49 from June 29, 2017)“, which is prepared on the base of the National program of the infrastructure („The Official Gazette of RS“, no. 53/17). Development of the railway infrastructure is directed towards the modernization of the lines which are part of the Pan-European corridor.

Possibility of the realization of the planned works depend upon the amount of the financial means, which are provided from the state budget of the Republic of Serbia and from the amount provided from the other sources of financing.

Appendix 3.11. contains a list of development projects.

3. ACCESS CONDITIONS

3.1 Introduction

This chapter of the Network Statement describes the conditions associated with access to the railway infrastructure managed by the IŽS. These conditions also apply to the part of freight corridors passing through the railway infrastructure managed by the IŽS.

3.2 General Access Requirements

A railway undertaking can provide transport services on IŽS railway infrastructure based on:

- valid license for carriage in railway transport over the infrastructure, issued by Directorate for Railways (hereinafter: DR),
- valid certificate on safety for carriage in railway transport,
- allocated capacity – path and contract on provision of access to and use of public railway infrastructure concluded with the infrastructure manager.

Requirements for the submission of application for license, safety certificate and thereof contents are stipulated in the Law on Railways ("Official Gazette of RS" No 41/18 and 62/23), Law on Safety in Railway Traffic ("Official Gazette of RS" No 41/18), Rules on transport licenses in railway traffic ("Official Gazette of RS" No 53/19), Rules on joint safety methods for evaluation of compliance with the requirements for obtaining of safety certificates and safety management system elements ("Official Gazette of RS" No 32/21) and Rules on transport safety certificate forms ("Official Gazette of RS" No 63/19).

3.2.1 Conditions for Applying for Capacity

Request for train path allocation can be submitted by a railway undertaking or an international group of railway undertakings or other persons or legal entities, such as competent authorities, consignors and forwarding agents and operators in combined transport, having interest in provision of public service or having commercial interest in the allocation of railway infrastructure capacity.

Where a train path is allocated to an applicant other than a railway undertaking, the contract on the use of railway infrastructure shall be concluded between the infrastructure manager and the railway undertaking hired by such applicant.

If a request has been submitted after a specified deadline, train path in accordance with remaining capacities will be offered to the applicant, and if there are no capacity constraints, a new path will be subsequently created.

3.2.2 Conditions for Access to the Railway Infrastructure

Services of carriage in railway transport may be provided by a company, other legal entity or entrepreneur registered for provision of public transport services or transport for own purposes, incorporated in the Republic of Serbia, subject to the submission of evidence of fulfilment of the conditions related to good reputation, financial capability, and competence, and the cover for civil liability.

The license for carriage in railway transport and the certificate on safety is issued by DR or a competent authority of another country, based on reciprocity, with which country Serbia has signed an intergovernmental agreement on mutual recognition of certification.

Transport on railway infrastructure may be performed by railway undertakings meeting the requirements referred to in paragraph 1 hereof, who signed the Contract for use of public railway infrastructure. The Contract for use of public railway infrastructure regulates the mutual rights and obligations between the infrastructure manager and railway undertakings and they are concluded in line with article 19 of the Law on Railways.

3.2.3 Licenses

Directorate for railways issue transport license: for transport of goods/passengers and for transport for own purposes.

Transport License is issued to applicant, company, other legal entity whose main registered activity is for provision of railway transport of good and/or passengers, or to a company or other legal entity who performs or will perform transport for own purposes, incorporated in the Republic of Serbia, subject to the submission of evidence of fulfilment of the conditions related to:

a) good reputation,

b) financial capability,

c) proficiency and

d) cover for civil liability in line with the Law on Railways.

Details related to licensing of railway undertakings are set from article 81.to article 85. of the Law on Railways.

Contact of competent institution for issuance of license is:

Directorate for Railways
6 Nemanina St., 11000 Belgrade
The Republic of Serbia
Manager's Office
tel. (011) 361 68 66
fax (011) 361 83 46
e-mail: kontakt@raildir.gov.rs

web page: www.raildir.gov.rs

3.2.4 Safety Certificate

The railway undertaking must have safety certificate for transport to be allowed to access infrastructure. The type and scope of operations of railway undertaking related to certificate are specified in the safety certificate.

The safety certificate may include the entire network or certain part thereof.

Safety certificate is consisting of:
1) part A confirming the acceptance of railway security management system of railway undertaking;
2) part B confirming the acceptance of provisions adopted by railway undertaking in order to meet the specific requirement set for transport safety on appropriate network; these requirement may include the application of technical specification, the national safety regulation and internal regulation of railway undertaking, the acceptance of employee's certificates and permissions for usage of rolling stock used by that railway undertaking.

Directorate for Railways is responsible for issuance of safety certificate for transport in set form and in the form of decision. The decision to issue or to refuse to issue safety certificate for transport is ultimately in the administrative procedure and a dispute can be brought against it at Administrative Court.

The validity period of the safety certificate for transport is five years and can be renewed at the request of the holder.

Directorate for Railways determine in more detail forms of safety certificate for transport, numbering of forms of safety certificate for transport in line with European identification number, the application form for

issuance of safety certificate for transport and instructions for its completion, as well as necessary documentation enclosed with the request for issuance of safety certificate for transport.

Provisions regarding safety certificate for transport are set in Law on Railway Transport Safety.

Contact of competent institution for issuing safety certificate is:

Directorate for Railways
6 Nemanjina St., 11000 Belgrade
The Republic of Serbian
Manager's Office
tel. (011) 361 68 66
fax (011) 361 83 46
e-mail: kontakt@raildir.gov.rs

web page: www.raildir.gov.rs

3.2.5 Coverage for Civil Liability (Insurance)

One of the conditions for issuing a transport license is the fulfillment of the requirements related to civil liability coverage (Insurance).

The requirement relating to civil liability coverage for a company or other legal entity that is registered for the public transport of goods and / or passengers, or performs or will carry out transport for its own purposes, is fulfilled if it is adequately insured or has adequate guarantees under market conditions for coverage, in accordance with legal requirements and confirmed international treaties, for their liability in the event of an accident.

Civil liability coverage may not be required to take effect before the railway undertaking starts operating the service.

3.3 Contractual Arrangements

3.3.1 Framework Agreement

The Infrastructure Manager and an applicant may, by way of exception, draw up a framework agreement on the use of capacity on the relevant railway infrastructure for a period longer than the period of validity of the timetable.

The Framework Agreement between the infrastructure manager and the applicant shall contain the characteristics of the infrastructure capacity for which the applicant applied and which he was offered for a time period exceeding the period of validity of one timetable.

The Regulation on the Manner of Conclusion and Content of Framework Agreements for Allocation of Railway Infrastructure Capacity lays down the procedures, content and criteria relating to the framework agreements for the allocation of railway infrastructure capacity, as well as the obligations of the infrastructure manager regarding information regarding the framework capacity.

At present, the infrastructure manager does not offer the possibility of concluding a framework agreement with the applicant. However, it intensively conducts the activities aimed at defining the procedures so as to have this option open in the near future.

3.3.2 Contracts with RUs

The Law on Railway of the Republic of Serbia stipulates the obligation of concluding a contract on the use of infrastructure that allows railway undertakings to use railway infrastructure. Contracts for use of public

railway infrastructure regulate in more detail the mutual rights and obligations of infrastructure managers and railway undertakings related to guaranteeing the technical and other conditions for safe transport operation, the application of regulations governing the transport of dangerous goods, as well as payment of access charges and charges of services. Contracts for use of public railway infrastructure are concluded under non-discriminatory and transparent conditions.

Contracts on the use of infrastructure are concluded no later than 1 (one) month prior new timetable enter into force or immediately after the allocation of ad hoc train path.

If during the validity period of Contract for use of public railway infrastructure, the railway undertaking through an authorized person submit ad hoc request in approved way for allocation of train path, it is considered that addendum of that contract is concluded at the moment of allocation of requested train path by infrastructure manager.

For other services (basic, additional and accompanying) provided by infrastructure manager special contracts are concluded.

3.4 Specific Access Requirements

3.4.1 Rolling Stock Acceptance

Railway undertaking may use only the rolling stock that complies with the technical regulations and standards. Rolling stock shall, by virtue of their structure and technical condition, ensure safety of transport on the infrastructure, safety of transported persons and goods, safety of staff, and shall meet the health and environment protection requirements.

All requirements relating to rolling stock and thereof use on the railway infrastructure of IŽS are set forth in the Law on Railway Safety and Interoperability ("Official Gazette of the RS", no. 41/18) and Law on Railway Traffic Safety ("Official Gazette of the RS",no.41/18).Railway undertaking shall be responsible for the technical condition, maintenance and operation of the rolling stock.

3.4.2 Staff Acceptance

Railway undertaking shall be responsible for ensuring that his staff meets the requirements stipulated by the Law on Railway Safety ("Official Gazette of the RS", No. 41/8) and applicable by-laws.

The railway undertaking's train manning shall be familiar with the official language in the Republic of Serbia.

Railway undertaking shall be responsible for staff training, validity of periodical knowledge tests, knowledge of track condition and local conditions at stations/stops. Railway undertaking is obliged in that respect to abide by the applicable legislation of the Republic of Serbia.

3.4.3 Exceptional Transport

A load shall be considered special if due to its external dimensions, weight or properties, and with respect to the station installations or wagons in transport by one of the railways participating in transport, it causes particular difficulties, wherefore it is received for transport only under special technical or operating conditions. Carriage of special loads in domestic and international railway transport, as well as the conditions under which such carriage may take place, shall be approved by the Infrastructure Manager whose railway infrastructure will be used for transport. IŽS provides the special loads service (for vehicles or goods) in accordance with the provisions on transport of special loads set forth in the Rules on Transport of Special Loads („„Official Gazette of the RS", no. 6/17).

IŽS shall be responsible for the allocation of capacity and defining the conditions for transport of special loads.

In addition to what was stated above, the railway undertaking in international transport shall comply with the provisions of UIC 502.1 and 502.2, governing the process of approval of requests for transport of special loads. The railway undertaking shall submit a request for transport of loads to the relevant department of IŽS. Special loads will be accepted for transport only if special operating and technical conditions are met. For more details on transport of special loads please refer to Chapters 4 and 5 of this Network Statement.

For more details on transport of special loads please contact:

Infrastructure of Serbian Railways"JSC
Traffic Department
6 Nemanjina Street
11000 Belgrade
Serbia
Tel.: +381 11 3618 214
Fax: +381 11 3616 814
sektor.sp@srbrail.rs

3.4.4 Transport of Dangerous Goods

Transport of dangerous goods by rail in the Republic of Serbia shall be performed in accordance with: Annex C to Convention concerning international carriage by rail (–COTIF) - Regulations governing the international carriage of dangerous goods by rail (RID); the Law on the Transport of Dangerous Goods; the by-laws based on LTDG and other regulations in the Republic of Serbia.

The Ministry of Construction, Transport and Infrastructure is responsible for performance of administrative, inspection, technical and other expert activities in the field of transport of dangerous goods in the Republic of Serbia(www.utot.gov.rs).

4. CAPACITY ALLOCATION

4.1 Introduction

Pursuant to the Law on Railways and Decision of the Government of the Republic of Serbia on incorporation of Joint Stock Company for Public Railway Infrastructure Management and the Company's Articles of Incorporation, "Infrastructure of Serbian Railways" JSC performs the activities of public railway infrastructure management and is responsible for allocation of infrastructure capacities for the purposes of international and domestic transport in a transparent and non-discriminatory manner, provided that all legal provisions on the conditions for access and use of railway infrastructure set out in Chapter 3 of this Network Statement have been previously fulfilled.

4.2. Description of infrastructure capacity allocation procedure

The Infrastructure Manager normally allocates the train paths once a year, upon reconciling the train path allocation requests in the timetabling process, not exceeding the Timetable validity period.

Allocation of infrastructure capacities in the form of a train path is carried out in accordance with the procedures specified in this document for:

- infrastructure capacities allocation procedure for the new Timetable,
- infrastructure capacities allocation procedure during Timetable validity period (including train path allocation on ad hoc request).

A Railway Undertaking may not assign the allocated train path to another Railway Undertaking. Train path trading is prohibited. Train path user will pay a charge for the use of railway infrastructure and for railway traffic organization and control.

How to apply?

Request for infrastructure capacity allocation can be submitted by railway undertakings using the train path request form, which is available in Appendix 4.1, and published on IŽS website: www.infrazs.rs.

When submitting the request, the RU is obliged to submit the following technical data for each traction vehicle series: series, description (axle layout), length (mm), weight (t), maximum speed (Vmax), inertia factor, resistance formula (coefficients a, b and c), traction diagram and braking diagram (tabular and graph presentation), traction type (diesel or electric), as per template provided in Appendix 4.1.b. The requested data are input data for capacity allocation, i.e. for software based timetabling. The data are submitted once for each traction vehicle as well as in case of change of data. If within the same series there are traction vehicles with different technical properties ("subseries") the data need to be provided for each "subseries".

Requests are submitted according to procedures defined under section 4.5.

The request should contain the following data:

- Full registered name of the Railway Undertaking (TIN, company identification number),
- Train type (in accordance with the Traffic Rulebook, Official Gazette of RS No 34/22 and 107/22),
- The desired time of train departure from the departure station and the time of train arrival to the terminal station,
- Traffic route and transport route,
- Necessary stops with minimum lengths of delays,
- Traffic period and days (traffic calendar),
- Series and number of wagons/series and number of train units,
- Train length and mass (length in meters, mass in tons),

- Type and serial number of the traction vehicle (traction passport),
- Additional locomotives (type and serial number) and on which section,
- Maximum train speed,
- Braking type,
- Special notes, such as vehicle shunting, change in train composition, implementation of connections, crew change, type of intermodal transport unit, type of dangerous goods (UN number, number for marking of danger or, for Class 1 dangerous goods, the subclass and compatibility group for substances and items, *NHM* code with minimum 6 digits and the name of dangerous goods based on *RID*), exceptional consignments, handover procedures on border crossings, technical hold ups (inspection, water supply, removing of waste and similar) and the required time period, the need for additional track capacities (storing, preheating/cooling, train formation and similar), the need for access to other facilities for provision of additional services and similar.

Upon the request of IŽS, a Railway Undertaking will be required to provide all the missing data within five working days, otherwise the request for capacity allocation will not be considered as submitted.

A request for capacity allocation submitted to IŽS on time and containing all the necessary elements makes a basis for timetabling and train path allocation. If a Railway Undertaking changes the request completely or partially after the determined deadlines for request submission it assumes the risk of not having the request granted.

After the annual timetable drafting process has been completed, the remaining available capacities will be allocated according to the deadlines defined in Appendix 4.3 according to the sequence of request submission.

Manner of capacity allocation

IŽS decides on capacity allocation taking into account all legally valid requests and legal provisions in force. In accordance with the Law on Railways, the procedures and deadlines in capacity allocation have been determined under point 4.5 of the present Network Statement.

Defining of procedures and deadlines in capacity allocation is harmonized with Directive 2012/34/EU and its appendices, as well as the RNE recommendations from “Procedures for International Path Requests”.

Relevant bodies involved in the capacity allocation process and their responsibility

Bodies participating in capacity allocation process:

- IŽS – “Infrastructure of Serbian Railways” JSC as Infrastructure Manager and capacity allocation body
- Railway Undertakings – railway undertakings submitting capacity allocation requests
- RNE – RailNetEurope – body coordinating the allocation of international train paths and determining processes and deadlines for submission of international train path requests
- FTE – ForumTrainEurope – European organization of railway undertakings representing the European Forum for technical planning of international passenger and freight transport.

IŽS, as Infrastructure Manager and capacity allocation body, is a member of RNE and is actively involved in the activities of FTE.

4.3 Allocation of capacity for maintenance, including the allocation process

Allocation of infrastructure capacities for maintenance, renewal and modernization of railway infrastructure is an integral part of capacity allocation process. Aiming at maintaining a certain level of quality, safety and reliability of railway infrastructure, IŽS – Department for access to railway infrastructure will, during the timetabling process, reserve a part of infrastructure capacities for scheduled railway infrastructure maintenance, for specific time periods and specific line sections.

Periods reserved for scheduled railway infrastructure maintenance are published in the Timetable Booklet.

4.4. Impact of Framework Agreements

"Infrastructure of Serbian Railways" is currently not concluding framework agreements with interested applicants for allocation of infrastructure capacities.

4.5 Schedule for Path Requests and Allocation Process

Each year IŽS prepares a schedule for path request submission and capacity allocation which is applied in the annual timetabling process and in the capacity allocation process outside the annual timetabling process published in the Network Statement.

Railway Undertakings allocation requests for the new Timetable and during Timetable validity period should be submitted in the form defined in Appendix 4.1, to the following address:

By mail, to the following address:
"Infrastructure of Serbian Railways" JSC
Department for access to railway infrastructure
6, Nemanjina St
11000 Belgrade, Serbia
By e-mail: sektor.pzi@srbrail.rs

4.5.1 Schedule of requests submission for new annual timetabling process

The Applicant submits a request for capacity allocation not earlier than 12 months and not later than 10 months before the new Timetable enters into force. Deadlines for requests submission regarding Timetable 2025/2026 which enters into force on December 14th, 2025 with validity until December 12th, 2026 are presented in Appendix 4.3.

For the needs of Railway Undertakings wishing to use additional capacities or to change parametres of already allocated train paths, the new capacity allocation during Timetable validity period is enabled by:

- Regular amendments of and supplements to the Timetable
- Special amendments of and supplements to the Timetable
- Train path allocation on ad hoc request

In the form defined by Articles 4.5.2 and 4.5.3 in this Network Statement.

4.5.2 Schedule of requests submission for train path allocation during annual Timetable validity period through regular and special amendments of and supplements to the Timetable

During the Timetable validity period, there are regular amendments of and supplements to the Timetable 5 times a year, in accordance with internationally determined terms which are presented in Appendix 4.4. Deadlines for submission of requests for capacity allocation are presented in the column 1, Appendix 4.4.

Requests for regular amendments of and supplements to the Timetable that are submitted after deadlines specified in the column 1, Appendix 4.4, will be considered as special requests and shall be included in regular amendments of and supplements to only in case of existence of available infrastructure capacities and technical possibilities for their processing.

After the 5th regular amendments of and supplements to the 2025/2026 Timetable enter into force it will be only possible to submit ad hoc requests for capacity allocation.

Besides regular amendments of and supplements to the Timetable in accordance to the terms specified in the column 3, Appendix 4.4, Railway Undertakings may submit special request for infrastructure capacity

allocation outside specified terms. If there is possibility for allocation of the requested capacities, consequent changes in the Timetable shall be considered as special amendments of and supplements to the Timetable.

4.5.3 Allocation of capacities during annual Timetable validity period on ad hoc request

Ad hoc requests for infrastructure capacity allocation are requests for allocation of single train path, which are submitted during annual Timetable validity period.

Infrastructure Manager is obliged to respond to ad hoc requests as soon as possible and not later than five working days upon receiving the request.

4.5.4 Path Allocation and Coordination Process

IŽS will allocate the infrastructure capacity if the applicant fulfils the conditions for capacity allocation set out in the Network Statement and if the infrastructure capacity allows such allocation. IŽS will act in such a manner so as not to favour any applicant.

The following criteria will be applied in the path allocation process:

- Volume of service;
- Utilization of railway infrastructure;
- Volume of additional services provided by the IM in connection with the transport provided on the path;
- Business reputation;
- Public service obligation; and
- Quality of performed transport service in the previous period.

After the final deadline for submission of requests for the annual timetabling has expired, IŽS will initiate the capacity allocation process in a transparent and non-discriminatory manner.

Requests for capacity allocation received after the annual timetable drafting cannot affect draft alteration, except with the consent of the Railway Undertaking to whom the capacity has been originally allocated.

Allocated capacity can be used upon conclusion of Access Contract between IŽS and the Railway Undertaking submitting a request for capacity allocation.

Allocated capacity cannot be transferred onto another Railway Undertaking in accordance with the Law on Railways.

Coordination process

Every year at the beginning of the new annual timetabling process, IŽS will conduct consultations with railway undertakings on their plans for the timetable which will come into force in not less than 11 months (x-11). In the course of these consultations, IŽS will inform railway undertakings on major maintenance works, overhaul and modernization of railway infrastructure.

The coordination process is run by IŽS – Department for access to railway infrastructure, which is preparing and publishing the annual Timetable and preparing of all required working materials.

Upon the expiry of the final deadline for submission of requests for capacity allocation for the annual Timetable, IŽS – Department for access to railway infrastructure will start the coordination process, together with railway undertakings for the purposes of solving conflicting requests and their better harmonization, aiming to fulfil the needs of users as much as possible in a non-discriminatory and transparent way.

Timetable planning includes reviewing all received requests, including all restrictions imposed by IŽS and the scheduled infrastructure maintenance plans.

If the number of requests for allocation of the same infrastructure capacity exceeds the permitted capacity of the particular railway line, IŽS apply priority rules from 4.6.

Following the completion of the coordination procedure, IŽS will deliver the draft timetable to railway undertakings. Together with railway undertakings IŽS will perform the final consultations concerning the draft timetable. Railway undertakings must state, in written form, whether they accept, partially or completely, that is, do not accept, the Timetable.

Deadline for making the statement is one month from the day of the draft submission, at the latest.

After the expiry of the deadline for making the statement, IŽS will define the Timetable according to the requests submitted on time and it will be deemed that the train paths have been allocated.

IŽS will subsequently allocate the remaining available capacities according to requests received after the final deadline, in the order of their receipt.

4.5.5 Dispute Resolution Process

IŽS will initiate the dispute resolution process upon delivery of written complaints by railway undertakings, relating to complete or partial acceptance/non-acceptance of the proposed Timetable.

Complaints are to be addressed to IŽS:

- By mail, to the following address:
“Infrastructure of Serbian Railways” JSC
Department for access to railway infrastructure
6, Nemanjina St
11000 Belgrade, Serbia
- By e-mail: sektor.pzi@srbrail.rs

IŽS will evaluate all complaints and objections and conduct consultations with railway undertakings aiming to fulfil their requests.

If a mutual solution is not found, IŽS will determine the capacity and inform the railway undertakings of this. If after the request coordination it is still not possible to satisfy all the requests for capacity allocation, IŽS will be obliged to announce that the said line section is congested.

Railway undertakings can appeal to the Directorate for Railways with respect to IŽS decision.

A potential appeal of a Railway Undertaking cannot be the reason to delay the process of Timetable adoption and coming into force.

4.6 Congested Infrastructure

If in the coordination process IŽS is unable to adequately satisfy all railway undertaking requests due to capacity limitations, IŽS will declare the requested infrastructure capacity to be “congested”.

In cases when IŽS declares infrastructure “congested”, it will conduct an analysis of capacities on congested infrastructure and define limitations due to which it was not possible to satisfy capacity allocation requests as well as propose a plan to enhance the particular capacity.

Infrastructure capacity will not be considered congested if the infrastructure capacity cannot be allocated due to the execution of works on the infrastructure maintenance, modernization, construction and reconstruction.

If the number of requests for allocation of the same infrastructure capacity exceeds the permitted capacity of a specific railway line, and if congested infrastructure is declared regarding that line, i.e. the part of that line, IŽS will, in an effort to allocate the train paths, apply priority rules according to the following order:

1) BG: VOZ
2) passenger trains in international traffic
3) passenger trains in domestic traffic
4) international freight trains
5) other freight trains

Considering the above mentioned priorities, the train path allocation process will be carried out according to the following rules:

- Requests for train paths of regular trains have the priority over the requests for train paths of special trains and trains transporting exceptional consignments;
- Requests for train paths according to framework agreements have the priority over new requests;
- Requests for train paths for a longer time period of service have the priority over requests for train paths for a shorter time period;
- Requests for train paths for a longer route have the priority over train paths for a shorter route.

If a Railway Undertaking considers that its rights were withheld, it can appeal to the Directorate for Railways.

4.7 Exceptional Transports and Dangerous Goods

Exceptional Transports

Transport of exceptional consignments is transport in the course of which there is a deviation from at least one technical standard applied on the given infrastructure, such as for example, axle load, railway vehicle gauge, loading gauge and similar. Taking into account all the elements required for the transport of an exceptional consignment, IŽS will decide whether the requested infrastructure capacity will be allocated and under what conditions.

Deadline for submission of request for transport of exceptional consignments is not later than 20 days in domestic and 30 days in international traffic prior to service provision. Decision on the request for transport of exceptional consignments shall be made as soon as possible and not later than 15 days upon submission of the request.

Detailed information can be obtained at the below address. Deadline for capacity allocation will be as soon as possible. IŽS will decide whether it is possible to accept a certain transport and under which conditions.

Requests are submitted to:

“Infrastructure of Serbian Railways” JSC
Traffic Department
6, Nemanjina St
11000 Belgrade, Serbia
Tel.: +381 11 3618 214
Fax: +381 11 3616 814
E-mail: sektor.sp@srbrail.rs

In their request for capacity allocation, railway undertakings are required to list all the necessary information on the exceptional consignment which is being transported, regardless of whether it is a capacity allocation process for the annual Timetable or an ad hoc capacity allocation.

Dangerous Goods Transport

Dangerous goods transport on railway infrastructure operated by IŽS is regulated by international and national regulations in the field of dangerous goods transport, in accordance with point 3.4.4 of the Network Statement.

Based on clauses 1.4.2.2.5 and 1.4.3.6 of *RID* and Article 23, para 4, item 2) and Article 29 para 2 of the Law on Transport of Dangerous Goods, a Railway Undertaking is obliged to report every consignment of dangerous goods to railway Infrastructure Manager.

Reporting of dangerous goods transport can be done by phone: +381 11 3618 288 and in writing to the below address. The below address can be also used for more detailed information:

"Infrastructure of Serbian Railways" JSC
6, Nemanjina St, 11000 Belgrade
Central Operations Unit
Main dispatcher for dangerous goods transport
Tel.: +381 11 3618 288
E-mail: rid1@srbrail.rs; glavni.riddisp@srbrail.rs

For the purposes of safe transport of dangerous goods on IŽS network, a Railway Undertaking is obliged to:

- Report each transport of dangerous goods consignment in real time i.e. immediately before the commencement of transport or at acceptance from the successive carrier.
- Report completion of transport of dangerous goods consignment in real time i.e. at the moment of completion of transport after the completed handover of consignment to the consignee at the destination station or upon handover of consignment to successive carrier.

Railway Undertakings are responsible for obtaining appropriate consents regarding the safety of dangerous goods transport.

Pursuant to clauses 1.4.2.3.1 of *RID* and Article 24 para 2 item 1) of the Law on Transport of Dangerous Goods, the consignee of dangerous goods in railway transport is obliged not to postpone the acceptance of dangerous goods consignment which is resulting in the railway undertaking's obligation not to postpone the handover of dangerous goods consignment after having performed the transport service.

Railway Undertaking is obliged to, after having accepted the dangerous goods consignment for transport at the forwarding station, immediately start the process of transporting the said consignment without any additional delays at the station, except for traffic reasons, accident or incident etc. Phased collecting of wagons loaded with dangerous goods (and non-cleaned empty wagons which were previously loaded with dangerous goods) in the forwarding station for the purposes of subsequent dispatching is prohibited due to the safety in transport of dangerous goods. The process of transport of dangerous goods (acceptance of consignment for transport from the consignor, dispatching, transport and handover of consignment to the consignee) must be performed in accordance with the technologically specified time in order to avoid the potential safety risks in transport.

After the customs clearing of consignment, it is exceptionally permitted for the consignment to remain on station sidings but only for a time period which is necessary to organize the dispatching and continuing of planned transport route, or handover to the consignee in accordance with the specified technological process for station operation i.e. Station Regulations, Part II.

Obligation to announce the transport of dangerous goods Class 1 and Class 7

Exceptionally in transport of dangerous goods Class 1 and Class 7, a Railway Undertaking is obliged to submit to the Infrastructure Manager, in writing (Central Operational Unit – Main dispatcher for transport of dangerous goods) an announcement for the said transport in the time period which is not less than 24 hours prior to the moment of acceptance for transport (entry onto IŽS network). Railway Undertaking may send the announcement of transport also in the form of an email with scanned documents to the following address: rid1@srbrail.rs.

The announcement should contain the following data and attachments:

1. Consignor
2. Forwarding station and country

3. Consignee
4. Destination station and country
5. Entry border station
6. Exit border station
7. Net quantity of dangerous goods and wagon number in the train loaded with dangerous goods
8. Name of goods (official name of the goods)
9. UN number, number for marking of danger (all, if there are several)
10. Data on persons hired according to the Decision of the Ministry of the Interior of the Republic of Serbia in the capacity of armed company (first and last name, ID document number, etc., from the Decision issued by the Ministry of the Interior of RS)
11. Buffer wagon
12. Number of the decision on transport and name of issuing state authority.

The announcement should also contain two appendices:

- Photocopy of the Decision on transport issued by a relevant state authority, and
- For Class 1 dangerous goods: Instructions on special safety measures (MSDS lists) from the manufacturer of Class 1 dangerous goods;
- For Class 7: instructions on measures that the Railway Undertaking should take in transport, restrictions and required data on planned transport route as well as measures in case of danger that are adequate in relation to the consignment in accordance with RID 5.4.1.2.5.2.

Permit for transport of Class 1 dangerous goods is issued by the ministry responsible for the interior affairs, and permit for transport of Class 7 dangerous goods is issued by the authority responsible for protection against ionizing radiation and nuclear safety in the Republic of Serbia (Article 7 of the Law on Transport of Dangerous Goods). The announcement of transport should also contain the basic data on the Railway Undertaking and the transport organizer if case of irregularities or emergency events in transport of dangerous goods. In terms of data it is mandatory to specify the first name, last name and mobile phone number of the person (employed with the Railway Undertaking and/or transport organizer) who is always available during the transport.

4.8 Rules After Path Allocation

4.8.1 Non-usage of allocated train path

In cases when a Railway Undertaking is not using the allocated train path envisaged by the Timetable, IŽS will, depending upon the non-usage percentage, charge the reservation of train path, that is, IŽS will cancel the allocated train path.

IŽS is monitoring the realization of allocated train paths, in such a way that IŽS is calculating the train path utilization degree for all the allocated train paths.

The utilization degree is calculated by dividing the realized train kilometers of the train path by the planned (allocated) train kilometers of the same train path, and the result is expressed in percentages.

The degree of utilization of allocated train paths is calculated monthly, for the calendar month.

IŽS reserves the right to cancel the allocated train path if a train path is utilized less than 25% of the monthly quota, that is, less than 50% of the monthly quota in case of congested infrastructure.

For the allocated train paths where the degree of utilization is less than the borderline degree of utilization, IŽS will charge the non-usage of the capacity.

The borderline degree of utilization, according to the type of the trains, is given in the below table 6.

Table No 6. Borderline degree of utilization

Train type	Borderline degree of utilization [%]
Passenger trains	80
Freight trains	40
Facultative trains	20

Facultative train is a train which has set timetable but operates with special announcement (if needed).

Requests for train paths for all other trains will have priority over the request for train paths for facultative trains.

Infrastructure Manager will not grant facultative train paths on congested infrastructure.

In cases when the degree of utilization of the train path is below the borderline degree of utilization, the Infrastructure Manger will charge the full price of the train path for the used train paths, and for the non-used train paths, which represent the difference between the borderline degree of utilization and the degree of utilization of one train path, IM will charge for the reservation of the train path.

The charge for the reservation is 20% of the agreed train path price.

If the train path is not used in its entirety, as agreed in contract, the full price of the train path will be charged, according to the required elements.

4.8.2. Rules of Cancellation

A Railway Undertaking may cancel the allocated train path as part of changes and amendments of the Timetable. If a Railway Undertaking cancels the allocated route or requires modifications of parameters for the already allocated train paths outside the deadlines set forth in Appendix 4.4 and if they are such that their implementation will result in freeing of infrastructure capacities, such as:

- Cancellation of a part of already allocated train path i.e. shortening of the train path while all other parameters of the allocated train path remain the same,
- Change in traffic regularity, such that the train is transferred from the regular train status into the facultative train status, or the prescribed number of train operating days is reduced,
- Reduction of train length,

IŽS will not charge the costs prescribed under the tariff system under item 5.10.

Cancellation of allocated train path is done in writing, to the following address:

- By mail:
“Infrastructure of Serbian Railways” JSC
Railway Infrastructure Access Department
6, Nemanjina St
11000 Belgrade, Serbia
- By e-mail: sektor.pzi@srbrail.rs

Cancelled train paths can be allocated to other railway undertakings by IŽS.

4.9. TTR for Smart Capacity Management

Timetabling and Capacity Redesign (TTR) is a project with an aim to simplify, harmonise and permanently improve the European rail timetabling system to considerabely increase the competitiveness of rail transport.

4.9.1. Objectives of TTR

RNE and FTE, supported by the European Rail Freight Association (ERFA), are currently working on the international Timetabling and Capacity Redesign (TTR). The objective of TTR is to harmonise and improve the European rail timetabling system to significantly increase the competitiveness of rail transport.
TTR consists of improved planning of the distribution of infrastructure capacity (including temporary capacity restrictions) and the capacity allocation processes.
The purpose of TTR is to better serve all market needs and achieve an optimised use of existing infrastructure capacity. In particular, for passenger traffic it will mean earlier availability of the final timetable allowing earlier and more reliable ticket purchasing for passengers. For freight traffic, it will mean more possibilities for short-term path requests and thus more flexibility.

Detailed project information are available on:

http://ttr.rne.eu/ and http://www.forumtraineurope.eu/services/ttr/

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5. SERVICES AND CHARGES

5.1 Introduction

Serbian legislation defined four types of services which railway undertakings can use with the aim of performing of transport operations on the railway infrastructure in accordance with the allocated capacity.

The services that can be provided to railway undertakings are the following ones:

1. Minimum access package of services;
2. Basic services in services facilities;
3. Additional services; and
4. Ancillary services.

IM – "Infrastructure of Serbian Railways" JSC will enable all interested railway undertakings to use the minimum access package, in a non-discriminatory manner, provided that railway undertakings have fulfilled the requirements for rail transport service in accordance with the provisions of the Law on Railways and the signed Contract for the use of railway infrastructure. Railway Undertakings' requests for the use of facilities and services provided in such facilities may be rejected only if there are feasible alternatives enabling the railway undertakings to perform the transport of goods and passengers on the same or alternative transport routes under the economically acceptable conditions.

The use of all service facilities, additional and ancillary services provided by the IM ("Infrastructure of Serbian Railways" JSC) will be enabled to all railway undertakings in a non-discriminatory manner and upon their request, and will be defined in a separate contract.

The use of service facilities not owned by the IM ("Infrastructure of Serbian Railways" JSC), as well as additional and ancillary services not provided by the IM ("Infrastructure of Serbian Railways" JSC), is subject to separate contracts with managers of the said facilities and service providers.

Based on the volume of services provided, as defined in items 5.2 to 5.10, Railway Undertaking pays:

- Access charge for the minimum access package – based on the Contract for the use of railway infrastructure;
- Charge for provided services – based on separate contracts.

5.2 Charging Principles

The basic principles underpinning the determining of public railway infrastructure access charges are set forth in the Regulation on the methodology for the determining of public railway infrastructure access charges and service provision charges (draft version).

The subject matter of the methodology is methodological approach, valuation of elements, calculation method and list of direct costs for determining the public railway infrastructure access charges including the minimum access package, and charges for the provision of basic, additional and ancillary services.

The methodology is based on the principle that the access charge is based on the actual – direct costs incurred as a result of operating the train service, while the charges for basic, additional and ancillary services are directly incurred as a result of costs of provision of the particular service increased by reasonable profit in accordance with Articles 23-27 of the Law on Railways and the Regulation on the modalities for the calculation of the cost that is directly incurred as a result of operating the train service.

The model for calculating the access charge for the minimum access service package consists of the following two elements:

- The first segment involves the costs of civil engineering maintenance (i.e. costs with respect to infrastructure wear and tear) for all railway infrastructure sub-systems (including the superstructure and substructure, bridges, tunnels, viaducts, culverts etc.) incurred as a result of operating the train service. When calculating the direct unit costs these costs are divided by the gross-tonne kilometers and are expressed in RSD/gtkm.

- The second segment involves the costs of preparation, organization and control of traffic, incurred as a result of train passage (traffic service costs), as well as maintenance costs incurred as a result of the use of power supply, electrical, signalling&interlocking and telecommunication devices and facilities. When calculating the direct unit costs these costs are divided by the train kilometers and are expressed in RSD/train-km.

Network segmentation consists of the following three line groups. The elements based on which the charge is determined are: group of lines (group I, group II or group III) where the train is running and train type (passenger or freight train). The units for charge calculation are:

1) train kilometers;

2) gross-tonne kilometers.

Element valuation model

Network model

The model for the determining of charges for the use of infrastructure is primarily based on the cost allocation model. It incorporates the network model and the traffic model.

The railway infrastructure network model also divides the current network into three groups, as follows:

Group I - electrified lines network,

Group II – main and regional non-electrified lines network,

Group III – local non-electrified lines network.

Traffic model

Traffic model involves the market segmentation and consists of the freight traffic model and passenger traffic model.

Freight and passenger traffic models are defined in order to determine the number of train kilometers and gross-tonne kilometers on each section of main, regional and local lines.

The basic input data for the traffic model consist of statistical data showing the daily number of passenger trains and freight trains on each particular line.

5.3 Minimum Access Package and Charges

Minimum access package of services

Within the minimum package of services for the use of railway infrastructure, IŽS provides the following services:

- Handling of requests for railway infrastructure capacity;
- Right to use the allocated capacity;
- Use of the railway infrastructure, including points and junctions;
- Train control including signalling, regulation of train movements, acceptance and dispatching of trains, communication and provision of information on train movements;
- Use of electrical supply equipment for traction current, where available;
- All other information required to implement or operate the service for which the capacity has been allocated.

The access charge includes the minimum access package of services. Railway Undertaking will pay the access charge to “Infrastructure of Serbian Railways” JSC based on the Contract for the use of public railway infrastructure.

- Handling of requests for railway infrastructure capacity

Handling of requests for infrastructure capacity allocation is a part of the capacity allocation process described in Chapter 4 Capacity Allocation. Requests for infrastructure capacity allocation submitted by railway undertakings are processed in mutual cooperation with railway undertakings, implementation possibilities are examined, contradictions resolved and the train path offer is prepared, which ultimately results in a Timetable.

- Right to use the allocated capacity

Provided that all necessary prerequisites for the train operation are in line with legal provisions on conditions for access to and use of railway infrastructure specified in Chapter 3 of the present Network Statement, the applicable legislation and the signed Contract for the use of railway infrastructure, Railway Undertaking is entitled to use the allocated capacity in the form of a train path.

- Use of the railway infrastructure, including points and junctions

Use of infrastructure on the allocated capacity, including points and junctions, enables the Railway Undertaking to perform train operations.

- Train control including signalling, regulation of train movements, acceptance and dispatching of trains, communication and provision of information on train movements

The overall train traffic management, including signalling system, train movement regulation, acceptance and dispatching of trains, communication regarding the train operations and provision of information on train movements using the telecommunication devices, enables railway undertakings to perform train operations on the allocated train path.

- Use of electrical supply equipment

On its electrified railway lines, IŽS enables a Railway Undertaking to use the electrical supply equipment for traction (without electricity).

- All other information required to implement or operate the service for which the capacity has been allocated

After the Timetable has been adopted and published, railway undertakings will be also provided with all additional information required for the train operations within the minimum access package of services.

Charge for the minimum access package of services

Railway infrastructure access charges according to the minimum package are calculated by using the average unit direct costs (*u)* multiplied by the path length (*L)* on the particular group used for train movement, as well as by the total train weight (g_v), and then multiplied by the adjustment coefficients (k_e, k_{d1}, k_{d2}) for each group of lines separately. The final access charge (*CP*) is reached by multiplying such calculated unit prices by the mark-up/mark-down coefficients- the so-called mark-ups (k_1, k_2, k_3, k_4).

The infrastructure access charge for the minimum access package of services is calculated according to the following formula:

$$CP_{p/t} = (CP_e * K_e + CP_{d1} * K_{d1} + CP_{d2} * K_{d2}) * k_{1_{p/t}} * k_2 * k_3 * k_4$$

$$CP_e = \sum_{i=1}^{n} L_{e_i} * (u^v_{e_{p/t}} + g_v * u^b_{e_{p/t}})$$

$$CP_{d1} = \sum_{j=1}^{m} L_{d1_j} * (u^v_{d1_{p/t}} + g_v * u^b_{d1_{p/t}})$$

$$CP_{d2} = \sum_{k=1}^{r} L_{d2_k} * (u^v_{d2_{p/t}} + g_v * u^b_{d2_{p/t}})$$

Whereas:

$CP_{p/t}$ means the public railway infrastructure access charge for passenger/freight train

CP_e means the public railway infrastructure access charge for the train on electrified sections (Group I railway lines)

K_e means the charge adjustment coefficient for electrified lines (Group I railway lines)

CP_{d1} means the public railway infrastructure access charge for the train on sections of Group II railway lines

K_{d1} means the charge adjustment coefficient for Group II railway lines

CP_{d2} means the public railway infrastructure access charge for the train on sections of Group III railway lines

K_{d2} means the charge adjustment coefficient for Group III railway lines

L_{e_i} means the length of *i*-section of Group I railway lines (*i=1,…,n*)

L_{d1_j} means the length of *j*-section of Group II railway lines (*j=1,…,m*)

L_{d2_k} means the length of *k*-section of Group III railway lines (*k=1,…,r*)

$u^v_{e_{p/t}}$ means the average unit direct cost per train km for sections of Group I railway lines for passenger/freight trains

$u^b_{e_{p/t}}$ means the average unit direct cost per gtkm for sections of Group I railway lines for passenger/freight trains

$u^v_{d1_{p/t}}$ means the average unit direct cost per train km for sections of Group II railway lines for passenger/freight trains

$u^b_{d1_{p/t}}$ means the average unit direct cost per gtkm for sections of Group II railway lines for passenger/freight trains

$u^v_{d2_{p/t}}$ means the average unit direct cost per train km for sections of Group III railway lines for passenger/freight trains

$u^b_{d2_{p/t}}$ means the average unit direct cost per gtkm for sections of Group III railway lines for passenger/freight trains

g_v means the total train weight – gross weight of all hauled vehicles included in the train and weight of all active locomotives in the train

$k_{1_{p/t}}$ means the coefficient for stimulation of traffic on particular regional and local railway lines for passenger/freight trains

k_2 means the coefficient for destimulation of diesel traction on electrified railway line

k_3 means the coefficient for stimulation of intermodal transport

k_4 means the coefficient for destimulation of inefficient use of railway infrastructure

The methodology defines three adjustment coefficients – for each group of railway lines, and four mark-up coefficients.

The adjustment coefficients are defined as adjustment measure for the quality of service provided by the infrastructure manager, while the mark-up/mark down coefficients (the so-called mark-ups) are aimed at (de)stimulating the particular behaviour of RUs.

The adjustment coefficients are mandatory, they demonstrate the necessity and importance of railway infrastructure maintenance and are determined through a ratio of realized and planned level of maintenance for each group of railway lines.

From the point of view of conducting an active governmental railway policy and overall transport policy via the calculation of access charge, the basic structure of the model for calculating the access charge for the minimum access package envisages the coefficients for stimulating/destimulating the particular market segments i.e. particular RU behavious. The railway undertaking (de)stimulation coefficients are optional, i.e. they will be defined for each year separately, or, if a neutral effect is required, they will be assigned a value of "1". The values and calculations for all adjustment coefficients and mark-ups are presented in the below table.

Table No 7: Values for adjustment coefficients and mark-ups

Designation	Name	Coefficient formula	Note
K_e	Quality coefficient for Group I electrified railway lines	$k_e = \frac{\text{Average realized direct maintenance costs for Group 1 railway lines}}{\text{Planned maintenance costs for Group 1 railway lines}}$	Direct maintenance costs mean the direct costs of civil engineering maintenance, direct costs of electrical engineering maintenance and direct costs of communications, telecommunications and low voltage current maintenance Planned cost of railway line maintenance is an estimated value, prescribed in the long and medium term business strategy and

K_{d1}	Quality coefficient for Group II railway lines	$k_{d1} = \frac{\text{Average realized direct maintenance costs for Group 2 railway lines}}{\text{Planned maintenance costs for Group 2 railway lines}}$	development plan of the Infrastructure Manager.
K_{d2}	Quality coefficient for Group III railway lines	$k_{d2} = \frac{\text{Average realized direct maintenance costs for Group 3 railway lines}}{\text{Planned maintenance costs for Group 3 railway lines}}$	
$k_{1_{p/t}}$	Coefficient for stimulation of traffic on particular regional and local railway lines for passenger (p) i.e. freight traffic (t)	$k_{1_p} = \frac{\text{Region's GDP median}}{\text{GDP Serbia}} * \frac{\lvert\text{Population growth in Serbia}\rvert}{\lvert\text{Region's population growth median}\rvert}$ $k_{1_t} = \frac{\text{Region's GDP median}}{\text{GDP Serbia}}$	The ministry responsible for traffic and transport, in cooperation with the regulatory body and the local authorities, selects the railway lines for traffic stimulation, otherwise the coefficient has a neutral value "1" The GDP and population growth data are published by the Statistical Office of the Republic of Serbia
k_2	Coefficient for destimulation of diesel traction on electrified railway line	$k_2 = \frac{0,3 * l_e}{l} + 1$ Whereas: l_e - means the length of electrified part of the path l - means the total path length	Applied only when diesel traction is used on an electrified line section, otherwise the coefficient has a neutral value "1"
k_3	Coefficient for stimulation of intermodal transport	Coefficient value amounts to 0.70 which means that the access charge is by 30% lower in cases of intermodal transport	Applied only for intermodal (entirely container) trains with origin and destination in Serbia or transiting through Serbia, otherwise the coefficient has a neutral value "1"
k_4	Coefficient for destimulation of inefficient use of railway infrastructure	$k_4 = \frac{\sum_{i=1}^{n}(l_i * v_{dop\,i})}{l * v_{zahtevano}}$	Coefficient for destimulation of inefficient use of railway infrastructure is calculated as a ratio of maximum permissible

		Whereas: l_i –means the lenth of *i*-section (*i=1,…,n*), whereas *n* represents the number of line sections l - means the total path length , $\sum_{i=1}^{n} l_i = l$ $v_{dop\,i}$ - means the maximum permissible speed (with respect to the train type) on the *i*-section $v_{zahtevano}$ – means the maximum train speed specified in the path request by the RU	speed on the line and maximum train speed and is applied only on the sections where $\frac{v_{dop}}{v_{zahtevano}} > 1{,}20$

5.4 Additional services and charges for additional services

Additional services include:

- Supply of traction current;
- Preheating of passenger trains;
- Modified contracts for the service:

  (1) control of transport of dangerous goods,

  (2) assistance in transport of special trains (exceptional consignments).

Use of the above mentioned services provided by IŽS will be enabled to all railway undertakings that have been allocated a minimum access package of services, in a non-discriminatory manner and upon their request.

Railway undertakings must present the request for the use of additional services in the capacity allocation process, please refer to Chapter 4.

In order to be able to use the above services, the Railway Undertaking is obliged to conclude a separate contract with IŽS or with another service provider and pay the charge for provided service in accordance with the provisions of such contract.

More detailed information on provision of additional services can be obtained from IŽS.

“Infrastructure of Serbian Railways” JSC
Railway Infrastructure Access Department
6 Nemanjina St
11000 Belgrade, Serbia
Tel: +381 11 3618 214
Fax: +381 11 3616 814
sektor.pzi@srbrail.rs

The charges for additional services are determined in accordance with the Regulation on the methodology for determining the public railway infrastructure access charges and service provision charges (draft version).

The methodology for determining the charges for additional services is based on direct unit costs incurred by the provision of particular service and increased by reasonable profit.

Direct unit costs with respect to the provision of particular service should take into account the total costs incurred by the provision of the particular service i.e.: cost of material, cost of energy, cost of maintenance, cost of depreciation, cost of staff and other costs that can be allocated to the particular service that is being provided.

The formula for the calculation of charges for additional services:

$$C_i = (C_a + C_m + C_e + C_r) * (1 + D_r)$$

C_i – *unit cost for the provision of i-service*

C_a – *unit cost of depreciation*

C_m – *unit cost of maintenance and material*

C_e – *unit cost of energy*

C_r – *unit cost of staff*

D_r – *reasonable profit*

The above methodology and formula are not applicable to determining of the charge for the traction current.

Additional services are provided upon the Railway Undertaking's request. The charges for the use of additional services are applied in a non-discriminatory manner to all railway undertakings, i.e. service users.

- *Supply of traction current and charges for traction current*

For the service of supply of traction current, please contact:

"Infrastructure of Serbian Railways" JSC
Electrical Engineering Department
6, Nemanjina St
11000 Belgrade, Serbia
Tel: +381 11 3618 241
Fax: +381 11 3618 130
direktor.etp@infrazs.rs

The charges for traction current depend on the electricity prices determined by the supplier (currently JP Elektroprivreda Srbije), actual consumption costs, gross tonne km and train type. The calculation method is provided in Appendix 9.

- *Preheating of the passenger trains*

"Infrastructure of Serbian Railways" JSC is not providing the services of preheating of passenger trains.

More information regarding the preheating of passenger trains are available at:

"Srbija Voz" a.d.
6, Nemanjina St.
11 000 Belgrade, Serbia
Tel: +381 11 3614 811

Fax: +381 11 3614 811
Email: putnik.info@srbvoz.rs

- Services for transport of exceptional consignments and dangerous goods

a) Services for transport of exceptional consignments

IŽS provides the service of transport of exceptional consignments (vehicles or items) according to the provisions for transport of exceptional consignments prescribed under the Regulations on transport of exceptional consignments.

The service involves processing of railway undertaking's request to examine the possibilities for transport in terms of technical aspect and setting of other technical requirements and protective measures for transport of consignments that are not fulfilling the general technical standards for transport on the particular line section, e.g. loading gauge, axle loading etc. Any deviation from the standards is considered to be an exceptional consignment and a special procedure is required. The service involves additional engagement of IŽS's employees in preparation and carrying out of transport of exceptional consignments such as: defining of transport conditions, possible engagement of additional staff for accompanying of transport and inspection of tracks after the transport, possible temporary re-location of trackside facilities and equipment etc.

IŽS will decide whether it is possible to accept a certain transport and under which conditions. It is necessary that for each individual transport, IŽS and the Railway Undertaking define the scope and specification of required services.

b) Services for dangerous goods transport

IŽS provides additional services to railway undertakings related to transport of dangerous goods. Control of dangerous goods transport for each individual transport is defined between IŽS and the Railway Undertaking, depending upon the specification of required services.

Charges for services related to the transport of exceptional consignments and dangerous goods

The unit price for the additional service related to the transport of exceptional consignments and dangerous goods is determined based on the actual costs incurred in the provision of such service and unit prices for the staff hired from the public railway infrastructure manager, and is applied in a non-discriminatory manner to all railway undertakings.

Issuing of approvals for transport of exceptional consignments

Operation	Measuring unit	Price in RSD VAT exclusive
Processing of request, issuing of conditions and informing by means of telegramme for the purposes transport of exceptional consignments	Request for transport of exceptional consignment	12.976,00

Accompanying of trains transporting exceptional consignments: involves accompanying of consignments by professional railway staff, as necessary, according to type and complexity of exceptional consignment transport as set out in the Regulations on transport of exceptional consignments.

Unit price for this service is determined according to effective working hours of hiring of the employee and number of persons accompanying the exceptional consignment.

Operation - operators	Measuring unit	Price in RSD VAT exclusive
Accompanying performed by an employee from traffic department	Effective hour of accompanying	1.844,00
Accompanying performed by an employee from civil engineering department	Effective hour of accompanying	1.339,00
Accompanying performed by an employee from electrical engineering department	Effective hour of accompanying	1.453,00

If the employee accompanying the consignment is entitled to daily allowance for the business trip in the country, the service charge should also include the actual costs of realized daily allowances. The amount of daily allowances is determined in the Collective Agreement of the public railway Infrastructure Manger.

Transport of exceptional consignments with exceeded axle-loading

The unit price for approving the transport of exceptional consignment with exceeded axle-loading is 59,00 RSD/net tonnes VAT exclusive.

5.5 Ancillary Services and Charges

Ancillary services include the following:

1) access to telecommunications network
2) provision of additional information
3) technical inspection of rolling stock
4) ticketing services in passenger stations
5) maintenance services provided in maintenance facilities dedicated to high speed trains or other types of rolling stock requiring specific facilities where the works performed are not a routine daily maintenance and require the vehicle to be withdrawn from service
6) other ancillary services

IŽS reserves the right to decide which of the available ancillary services will be provided and under what conditions. If IŽS is providing a particular service, it will provide it to all railway undertakings under equal conditions in a non-discriminatory manner and upon their particular request.

The charges for ancillary services are determined in accordance with the Regulation on the methodology for determining the public railway infrastructure access charges and service provision charges (draft version).

The methodology for determining the charges for ancillary services is based on the direct unit costs resulting from the provision of the particular service and increased by reasonable profit.

Direct unit costs with respect to the provision of particular service should take into account the total costs resulting from the provision of the particular service i.e.: cost of material, cost of energy, cost of maintenance, cost of depreciation, cost of staff and other costs that can be allocated to the particular service which is being provided.

The formula for the calculation of charges for ancillary services:

- $C_i = (C_a + C_m + C_e + C_r) * (1 + D_r)$
- C_i –*unit cost for the provision of i-service*

- C_a –*unit cost of depreciation*
- C_m –*unit cost of maintenance and material*
- C_e – *unit cost of energy*
- C_r – *unit cost of staff*
- D_r – *reasonable profit*

- Access to telecommunications network

IŽS provides railway undertakings with the service of access to the telecommunications network in accordance with the market conditions. Railway Undertaking should define, together with IŽS, the scope and specification of required services.

- Provision of supplementary information

IŽS provides, if available, the following supplementary information on the use of railway infrastructure to the railway undertakings:

- Provision of Timetable material (timetable graphs, timetable booklets) prepared and published by IŽS;
- Submission of excerpts from the local regulations of importance for railway transport or other documents.

For any supplementary information, the Railway Undertaking should define, together with IŽS, the scope and specification of required services.

- Technical inspection of rolling stock

Technical inspection of rolling stock is performed upon obtaining of license for their use and prior to putting the vehicles into service.

Directorate for Railways prescribes the conditions to be fulfilled by the entities performing the technical inspection of vehicles and the manner for performing of technical inspection of rolling stock.

Only the rolling stock fulfilling the requirements prescribed by the Law on Safety can be included in the train and this is determined by means of technical inspection of rolling stock.

Railway Undertaking is responsible for proper composition of the train and it is obliged to check whether the train rolling stock is in a proper technical condition. Train composition and distribution of rolling stock in the train must ensure safe train movement and braking.

“Infrastructure of Serbian Railways” JSC is not providing the services of technical inspection of wagons and rolling stock.

- Ticketing services in passenger stations

“Infrastructure of Serbian Railways” JSC is providing the ticketing services in passenger stations according to the special request of interested Railway Undertaking and according to its own capacities and assessment of impact on its staff’s basic work process.

- Maintenance services provided in maintenance facilities dedicated to high-speed trains or other types of rolling stock requiring specific facilities

The network operated by “Infrastructure of Serbian Railways” JSC currently does not have any maintenance facilities dedicated to high speed trains or other types of rolling stock requiring specific facilities providing the respective ancillary services.

- Other ancillary services

“Infrastructure of Serbian Railways” JSC provides other ancillary services, as follows:

- Staff training and/or testing in line with the internal documents and technological procedures of IŽS.

Staff training and testing

The service of training and testing of public railway infrastructure user’s staff is provided by the Infrastructure Manager in accordance with articles 60 to 64 of the Law on Safety in Railway Traffic (“Official Gazette of RS” No 41/2018).

5.6 Discounts

“Infrastructure of Serbian Railways” JSC does not approve quantity discounts.

5.7 Performance Scheme

One of the most important indicators of efficient network operations, both for Railway Undertaking and Infrastructure Manager, is train delay.

Train delays are monitored related to the causes of delays. Accordingly, the delays can be primary and secondary.

Primary delays are all train delays caused by interference or disturbance which led to the delay and that were not caused by delay or cancellation of other train.

Secondary delays are train delays caused by already existing earlier delay.

Overview of primary and secondary causes of train delays is presented in Appendix 7 of the Network Statement.

IŽS keeps a record of movements of all trains on its network and determines the causes of delay.

Delays can be caused by:
- Infrastructure Manager,
- Railway Undertaking,
- external factor.

Number of minutes of train delay is determined on the basis of deviation of train actual running time compared to the train running time envisaged by the Timetable.

The compensation for all primary train delays is calculated on the basis of the number of minutes of train delay and charged between IŽS and RU, if agreed under the Contract for the use of railway infrastructure. The reason for this is to motivate the Railway Undertaking and the Infrastructure Manager to minimize the Timetable deviations on the network and to increase the quality of transport service offered to the end users.

The compensation for delay is 0.1% of the charge for the entire train path, for each minute of delay. The total amount of the delay compensation for each individual train can be maximally up to 5% of the charge for the entire train path, for each party responsible.

For the delays of passenger trains of less than 10 min per 100 km of allocated train path, that is, for the delays of freight trains of less than 40 min per 100 km of allocated train path, the charging between IŽS and RU is not performed. Calculation is performed solely for the entire train path, not for the particular parts of the path.

For the train paths shorter than 100 km the permitted delay is determined proportionally to the actual path length.

If the Railway Undertaking does not start the train 300 minutes after the prescribed departure according to the Timetable, it will be deemed that the train path of that train has been automatically cancelled for that day.

Train delays, caused by accidents or incidents, in respect of which the responsibility for the delay cannot be determined with certainty without the investigation procedure, will be calculated subsequently.

Delays caused by the external factor arise from the circumstances which are not under influence of the Infrastructure Manager or the Railway Undertaking. Delays caused by the external factor are the delays caused by the force majeure, or the delays caused by the third parties.

5.8 Changes to Infrastructure Access Charges

Charges for the minimum package of services as well as the charges for basic, additional and ancillary services may be modified, in which case this must be published at least six months in advance.

5.9 Billing Arrangements

Method and time schedule for calculation and payment of charges, will be determined in detail in the contract between the Infrastructure Manager and the Railway Undertaking.

Charges are collected through:

Finance Department
6 Nemanjina Str.
11 000 Belgrade, Serbia
Phone: +381 11 3618 465
Fax: +381 11 3618 465
finansijeizs@srbrail.rs

The Finance Department defines the payment security instrument for the use of public railway infrastructure.

For the use of public railway infrastructure during the validity period of 2025/2026 Timetable, the payment security instrument is defined according to the following:

The RU undertakes to submit to “Infrastructure of Serbian Railways” JSC (Finance Department) with respect to the timely settlement of due obligations under the contract on the use of public railway infrastructure, 5 (five) blank solo bills of exchange registered with the National Bank of Serbia, bill of exchange authorization and a copy of the card of specimen signatures. Blank solo bills of exchange must be submitted within 15 days from the date of signing the contract on the use of public railway infrastructure, otherwise, the contract will have no legal effect. The term of validity of the bill of exchange authorization must be at least 30 days longer than the date of final settlement of the contractual obligation and is not related to the termination of legal effect under the Contract. The RU is obliged to submit to “Infrastructure of Serbian Railways” JSC, Finance Department, new instruments for securing the regular settlement of financial obligations in case the previously submitted ones are implemented, i.e. when other circumstances arise due to which the previously submitted instruments cannot be implemented, no later than 15 days from the new circumstance’s occurrence.

The Finance Department monitors the realization of the payment of due obligations under the contract on the use of public railway infrastructure, and in case the RU does not settle the due obligations within the deadline, it has the right to activate bills of exchange, which were submitted in order to secure payment.

If during the duration of the Contract on the use of public railway infrastructure, due to a delay in the settlement of obligations, a security instrument is activated, the RU will be obliged to provide a bank guarantee as an instrument for securing the payment in the following contract. The level of the Bank Guarantee is 25% of the value of invoices issued under the Contract on the use of public railway infrastructure in the past twelve (12) months.

5.10 Tariff system

IŽS charges the train path allocation procedure costs as follows:

- for the allocation of annual train paths for the 2025/2026 Timetable as well as for the allocation of train paths under the requests for amendment of annual 2025/2026 Timetable performed within the deadlines prescribed in Appendix 4.4, IŽS will not charge the procedure costs.

- for the allocation of train path under the extraordinary request for amendment of the annual timetable, the procedure costs amount to 17.137,00 RSD per train path.

- for the allocation of ad-hoc train path, the costs amount to 12.213,00 RSD per train path.

6. OPERATIONS

6.1 Introduction

The transport operation on the railway infrastructure shall be such manner to ensure the protection of life, property and environment. The railway undertaking operating on the railway infrastructure will be obligated to comply with the regulations and provisions applicable to transport operations on the particular railway infrastructure.

6.2 Operational Rules

The list of applicable regulations and instructions related to operational rules is given in a separate Appendix 2.

At some locations on the infrastructure and in some cases, there are deviations from the applicable regulations (approved by the Directorate for Railways upon IŽS's proposal). The information about this is published by IŽS. The relevant address for these regulations, instructions and modifications is:

"Infrastructure of Serbian Railways" JSC
Traffic Department
6 Nemanjina Street
11000 Belgrade
Serbia
Tel.: +381 11 3618 214
Fax: +381 11 3616 814
sektor.sp@srbrail.rs

6.3 Operational Measures

In case of traffic disturbances, IŽS, together with Railway Undertakings, will undertake all necessary measures to restore normal operating conditions as soon as possible.

Traffic disturbance will mean congesting of some parts of the network or stations that may occur as a consequence of disturbances occurring in traffic due to any reason.

6.3.1. Principles

In order to solve the traffic disturbances, IŽS will undertake appropriate measures to restore the planned Timetable, while taking into consideration the needs of passengers and users of freight traffic, as well as traffic safety. Aiming to solve the traffic disturbances, IŽS may apply operation rules under 6.3.2., cancel some trains or assign another train path in agreement with a Railway Undertaking, depending on the type of disturbance and expected duration.

In case a longer traffic disruption is expected, IŽS will, in agreement with railway undertakings, prepare an interim timetable for the period until regular operation is restored. IŽS may seek railway undertakings' assistance with the aim of normalizing the traffic operating conditions, even when such railway undertakings are not directly causing the disturbances, which may include using their rolling stock and personnel in order to normalize the traffic.

6.3.2. Operation regulation

For the purposes of restoring the normal traffic flow, the operational rules for railway traffic management will apply as set out in the Law on Safety in Railway Traffic, Traffic Regulations ("Official Gazette of RS" No 34/22 and 107/22), the Instructions on particular procedures in performing of traffic service on the territory of Infrastructure of Serbian Railways ("Official Gazette of Serbian Railways" No 43/22), the Instructions on organization and work procedures of operational service in the area covered by

“Infrastructure of Serbian Railways” JSC (“Official Gazette of Serbian Railways” No 21/17, 21/18 and 37/18) and other internal documents of IŽS.

In cases when traffic is interrupted on some part of the line due to a defect in the traction means of the RU in order to normalize traffic as soon as possible the IŽS operational service takes operational measures prescribed by article 34 of the internal act Instructions on organization and work procedures of operational service in the area covered by “Infrastructure of Serbian Railways” JSC (“Official Gazette of Serbian Railways” No 21/17, 21/18 and 37/18).

In case of delays and premature train dispatches, the rule applies that lower-ranking trains may not interfere with movements of higher-ranking trains. A lower-ranking train can be given the priority only if in such a way increase in delays is avoided and the higher-ranking train can make up for the delay on its further route. With same rank trains, priority is given to that train whereof delay might cause it to lose connections in connecting stations. If the connections are not in question, priority is given to that train which has a longer route to its destination station, i.e. which is running on time. Necessary measures to be taken in case of accidents and incidents are defined in the Law on Safety in Railway Traffic, by the Rules on reporting, investigating, recording, statistical monitoring and publishing of data on accidents and incidents (“Official Gazette of RS” No 32/21), Instructions on procedures in case of accidents and incidents (“Official Gazette of Serbian Railways” 44/21). Trains which are taking part in rectifying the disturbances caused as a result of accidents and incidents have the priority (ranking) over all other trains.

6.3.3. Foreseen and Unforeseen problems

Foreseen problems

Necessary measures to be undertaken in cases of foreseen problems such as: technical disturbances of signalling & safety and telecommunication devices, strong wind, natural disasters, snow etc., are governed by Traffic Regulations (”Official Gazette of Serbian Railways” No 34/22 and 107/22) and other regulations governing the above mentioned.

Unforeseen problems

In very urgent cases, when railway infrastructure is temporarily rendered unavailable for use, IŽS may, without prior notice, cancel train paths for the time period necessary to put the system back in working order. IŽS will notify all interested parties of the resulting situation.

7. SERVICE FACILITIES

7.1. Introduction

Services facility means a facility, including land, buildings and equipment, arranged in a particular manner, as a whole or partially, including the sidings connecting the network with the service facility, in order to enable provision and use of basic services provided in such facilities under the non-discriminatory and transparent conditions.

7.2. Service Facility Overview

Services facilities are:

1) station buildings, i.e. a part of station buildings, in passenger stations, intended for railway passengers, and other facilities used in passenger traffic, including the travelling information displays and the appropriate ticketing points;

2) freight terminals;

3) marshalling yards and train formation tracks, including the shunting tracks;

4) tracks for storing intended for railway undertakings' vehicles using the allocated infrastructure capacity;

5) maintenance facilities, with the exception of maintenance facilities for high speed trains or other types of rolling stock requiring specific facilities where the works performed are not routine works performed as a part of daily activities and require withdrawal of vehicle from service;

6) other technical facilities, including the cleaning and washing facilities;

7) inland waterways port facilities connected to railway activities;

8) facilities for provision of assistance;

9) facilities for fuel storing and supplying for which the prices are presented separately.

7.3. Service Facilities Managed by IŽS

IŽS will enable all railway undertakings, which have been granted the minimum access package of services for the use of infrastructure, to use all the services facilities managed by it in a non-discriminatory manner and upon their request.

7.3.1. Common Provisions

IŽS will enable all the railway undertakings with minimum access package of services to have track access to all the above mentioned services facilities in a non-discriminatory manner and upon their request, provided that railway undertakings have previously entered into a contract on the use of these facilities with facility managers and service providers.

Railway undertakings have to state the need to have track access to service facilities and to use them during the capacity allocation procedure, please refer to Chapter 4.

For the service of track access to service facilities, Railway Undertaking will be obliged to pay a charge to the IŽS based on the Contract for the use of infrastructure.

7.3.2 Use of station buildings in the function of passenger traffic

Appendix 6 contains an overview of locations where passengers may board/get off the train.

The stations along the narrow gauge lines are used for passenger service only.

“Infrastructure of Serbian Railways” will enable the use of station buildings, i.e. the part of station buildings, in passenger stations in the areas intended for railway passengers and of other facilities used for passenger traffic, including the travel information display and adequate location for ticketing services to all railway undertakings in a non-discriminatory manner and upon their request.

The use of parts of service points (station buildings, stops) and other facilities required for acceptance and dispatching of passengers also includes use of platforms and other surfaces required for access of passengers in them, as well as other areas enabling passenger movements between public road surfaces and the train.

The use of travel information displays includes the use of all existing visual information facilities already installed in individual stations.

Upon request of a Railway Undertaking IŽS will, where possible, provide a suitable area for the ticketing services.

7.3.3 Freight Terminals

The term "freight terminals" on the railway network operated by Infrastructure of Serbian Railways (IŽS), means all the railway service points used for freight operations where loading and unloading as transshipment operations are carried out.

The following types of terminals are distinguished: stations and transport forwarding, terminals for intermodal freight transport, port terminals.

Overview of services facilities for freight operations is presented in Appendix 6.

Combined transport on railway network can be performed at terminals for combined transport and at port terminals.

Table No 8: Stations connected to freight terminals

No	Railway station connected to the terminal	Freight terminal for combined transport	Address of freight terminal for combined transport	Terminal operator
1.	Beograd Marshalling yard (Belgrade Marshalling Yard)	ŽIT Beograd	Beograd Marshalling yard, Železnik, Lole Ribara 2.	„ŽIT Beograd” d.o.o., Beograd, Železnik, Lole Ribara 2
2.	Surčin	Nelt	Beograd, Dobanovci, Maršala Tita 206.	„Nelt Co” d.o.o., Beograd
3.	Novi Sad Marshalling yard (Novi Sad Marshalling Yard)	Luka (Port) Novi Sad	Novi Sad, Carinska 1.	„Luka Novi Sad” a.d., Novi Sad, Carinska 1
4.	Pančevo Varoš	Luka (Port) Dunav	Pančevo, Luka Dunav 1.	„Luka Dunav Pančevo” a.d., Pančevo, Luka Dunav 1
5.	Smederevo	Luka (Port) Smederevo	Smederevo, Radinac b.b.	„Luka Dunav – Železara Smederevo” d.o.o., Smederevo, Radinac b.b.
6.	Prahovo Pristanište	Luka (Port) Prahovo	Prahovo, Radujevački put b.b.	„Luka Prahovo IHP Prahovo–Krajina” d.o.o., Prahovo, Radujevački put b.b.
7.	Senta	Luka (Port) Senta	Senta, Pristanišna 1.	„Luka Senta” a.d., Senta,

				Pristanišna 1
8.	Sremska Mitrovica	Luka (Port) Leget	Sremska Mitrovica, Jarački put 10.	„RTC Luka Leget" a.d., Sremska Mitrovica, Jarački put 10
9.	Šabac	Luka (Port) Zorka Šabac	Šabac, Narodnih heroja 1.	„Zorka transporti" d.o.o., Šabac, Narodnih heroja 1
10.	Niš Marshalling Yard	MBOX Terminals d.o.o	Freight-transport terminal in Niš Vojlovački zaseok 4 St. 18560 Popovac (Niš)	MBOX Terminals d.o.o
11	Batajnica	"Logistički centri Srbije" doo	Batajnica, Ulica Mladih gorana 136	"Logistički centri Srbije" doo

IŽS does not operate nor provide basic services in any freight terminal within the meaning of its definition of an arranged and organized area where the receiving, storage, preparation, transshipmenthipment and dispatching of various types of goods is carried out.

For more detailed information on the services provided by the freight terminal operator or the service provider, the following entities should be contacted:

1) Železnički integralni transport Beograd - **ŽIT BEOGRAD d.o.o.**
Addresses: Beograd Marshalling Yard (Belgrade Marshalling Yard), Lole Ribara 2 Železnik, Belgrade and Hajduk Veljkov Venac 4/1
11000 Belgrade, Serbia
Contact details: +381 (0)11 361- 6844, +381 (0)–1 361 - 6842, +381 (0)64 81040.

2) **„Nelt Co." d.o.o.** Beograd
Address: Maršala Tita 2016, 11272 Dobanovci, Belgrade
Contact details: +381 (0)11 3779-143, office@nelt.com, www.neltlsp.com
Information on the service facility operated by Nelt Co, i.e. on the industrial siding which is a part of Nelt terminal is provided in Appendix 3.10a.

3) **DRY PORT TERMINALS DOO**
Addresses: Luka Dunav 1, 26000 Pančevo and Uzun Mirkova 3/3, 11000 Belgrade
Contact details: + 381 69 32 55 012, office@dpterminal , http//dpterminals.rs
Information on the service facility are available on http//dpterminals.rs//

4) „**MBOX Terminals" d.o.o**

Address: Freight-transport terminal in Niš, Vojlovački zaseok St 4, 18560 Popovac (Niš)
Contact details: +381603593499 e-mail: operations@mboxt.com
Information on the service facility are available on https://mboxt.com

5) **"Logistički centri Srbije" doo**

Address: Ulica Mladih gorana 136, Batajnica
e-mail office@lcs.rs
Information on the service facility are available on www.lcs.rs

IŽS however provides the use of service points open for freight traffic, in accordance with Appendix 6 of this document, for loading, unloading and transshipmenthipment to all railway undertakings in a non-discriminatory manner and upon their request.

7.3.4 Marshalling Yards and Train Formation Facilities, including Shunting Facilities

Freight train formation yards

Freight trains may be split-up and formed at the marshalling, distribution and intermediate stations/yards, according to the user needs and requirements, and taking into account the particular technical and organizational restrictions.

For all trains not entering the Belgrade Marshalling Yard, certain distribution station operations will be taken over by Ostružnica and Resnik stations.

For all trains not entering the Lapovo Marshalling Yard, certain distribution station operations will be taken over by Lapovo station.

Tomaševac station will take over certain distribution station operations.

Overview of distribution stations-sections for freight trains operation

Distribution Station	Distribution Section	Comments
1	2	3
BELGRADE MARSHALLING YARD	Belgrade Marshalling Yard- Pančevo Main St. Belgrade Marshalling– Yard - Ruma Belgrade Marshalling Yard- Lapovo Marshalling Yard Belgrade Marshalling– Yard – (Mala Krsna)[1)] – Lapovo Marshalling Yard Belgrade Marshalling– Yard – Mala Krsna Belgrade Marshalling Yard- Požega Belgrade Marshalling Yard – Novi Sad Marshalling Yard	1) For the trains not entering the Mala Krsna station
BOGOJEVO	Bogojevo - Sombor Bogojevo - Novi Sad Marshalling Yard Bogojevo - Erdut (HŽI)	
BOR FREIGHT STATION	Bor Freight St. - Požarevac Bor Freight St. - Zaječar Bor Freight St. - Prahovo pristanište	
BIJELO POLJE (ŽICG)	Bijelo Polje –(ŽICG) - Vrbnica - Prijepolje Freight St.	
BRASINA	Brasina - Ruma Brasina – Zvornik[1)] Brasina - Zvornik Novi (ŽRS)	1) in both directions
VRŠACVršac - Pančevo st. Vršac - Stamora Moravita (CFR SA)		
DIMITROVGRAD	Dimitrovgrad – Niš Marshalling Yard Dimitrovgrad –Kalotina Zapad	

ERDUT (HŽI)	Erdut–(HŽI) - Bogojevo	
JIMBOLIA (CFR)	Jimbolia (CFR SA) - Kikinda	
ZAJEČAR	Zaječar - Niš Marshalling Yard Zaječar - Prahovo Pristanište Zaječar - Bor Freight St.	
ZVORNIK NOVI (ŽRS)	Zvornik Novi (ŽRS) - Brasina	
ZRENJANIN	Zrenjanin - Kikinda Zrenjanin - Novi Sad Marshalling Yard Zrenjanin - Pančevo Main St. Zrenjanin – Senta Zrenjanin – (Senta)[1] – Subotica Freight St.	1) for the trains not entering the Senta station
KIKINDA	Kikinda – Jimbolia (CFR SA) Kikinda – Zrenjanin Kikinda – Senta Kikinda – (Senta) [1] – Subotica Freight St.	1) for the trains not entering the Senta station
KOSOVO POLJE	Traffic is temporarily regulated by UNMIK railways	
KRALJEVO	Kraljevo - K. Mitrovica Sever[1)] Kraljevo - Lapovo Marshalling Yard Kraljevo - Požega Kraljevo – Stalać[2)] Kraljevo – (Požega)[3)] – Prijepolje Freight St.	1) in both directions 2) in both directions 3) for the trains not entering the Požega station
LAPOVO MARSHALLING YARD	Lapovo Marshalling Yard – Mala Krsna Lapovo Marshalling Yard – Resavica[1)] Lapovo Marshalling Yard - Niš Marshalling Yard Lapovo Marshalling Yard - Kraljevo Lapovo Marshalling Yard – Resnik - Pančevo Main St. Lapovo Marshalling Yard (Mala Krsna)[2)] -Belgrade Marshalling Yard Lapovo Marshalling Yard – Belgrade Marshalling Yard	1) in both directions 2) for the trains not entering the Mala Krsna station
MALA KRSNA	Mala Krsna – Požarevac Mala Krsna – Lapovo Marshalling Yard Mala Krsna – Belgrade Marshalling Yard Mala Krsna – Smederevo[1)] Mala Krsna – Pančevo Main St.	1) in both directions
NIŠ MARSHALLING YARD	Niš Marshalling Yard - Lapovo Marshalling Yard Niš Marshalling Yard - Preševo Niš Marshalling Yard - Dimitrovgrad Niš Marshalling Yard - Zaječar Niš Marshalling Yard – Kuršumlija[1)]	1) in both directions

NOVI SAD MARSHALLING YARD	Novi Sad Marshalling Yard - Belgrade Marshalling Yard Novi Sad Marshalling Yard- Subotica ter. Novi Sad Marshalling Yard- Bogojevo Novi Sad Marshalling Yard –Pančevo Main St. Novi Sad Marshalling Yard- Zrenjanin Novi Sad Marshalling Yard - Ruma Novi Sad Marshalling Yard – Temerin[1)] Novi Sad Marshalling Yard – Podbara[1)]	1) in both directions
PANČEVO MAIN STATION	Pančevo Main St. – Zrenjanin Pančevo Main St. - Vršac Pančevo Main St. - Belgrade Marshalling Yard Pančevo Main St. –Novi Sad Marshalling Yard Pančevo Main St. –Lapovo Marshalling Yard Pančevo Main St. – Pančevo Vojlovica [1)] Pančevo Main St. – Mala Krsna Pančevo Main St. – (Mala Krsna) [2)] – Lapovo Marshalling Yard Pančevo Main St. –Požega	1) in both directions 2) for the trains not entering the Mala Krsna station
PEĆ	Traffic is temporarily regulated by UNMIK railways	
POŽAREVAC	Požarevac – Bor Freight St. Požarevac – Mala Krsna	
POŽEGA	Požega - Belgrade Marshalling Yard Požega - Kraljevo Požega - Prijepolje Freight St. Požega - Pančevo Main St.	
PRAHOVO PRISTANIŠTE	Prahovo pristanište - Zaječar Prahovo pristanište - Bor Freight St.	
PREŠEVO	Preševo - Niš Marshalling Yard Preševo - Tabanovce (IŽRSM)	
PRIJEPOLJE FREIGHT STATION	Prijepolje Freight St. - Vrbnica - Bijelo Polje (ŽICG) Prijepolje Freight St. – Požega Prijepolje Freight St. – (Požega)[1)] - Kraljevo	1) for the trains not entering the Požega station
PRIZREN	Traffic is temporarily regulated by UNMIK railways	
RUMA	Ruma - Novi Sad Marshalling Yard Ruma - Belgrade Marshalling Yard Ruma - Šabac Ruma – Brasina Ruma – Šid	
ROSZKE (MAV ZRT)	Roszke (MAV ZRT) - Horgoš -	

	Subotica	
SENTA	Senta – Subotica Freight St. Senta - Zrenjanin Senta - Kikinda	
SOMBOR	Sombor - Subotica Freight St. Sombor - Bogojevo Sombor – Vrbas[1)]	1) in both directions
STAMORA MORAVITA (CFR SA)	Stamora Moravita (CFR SA) – Vršac	
SUBOTICA FREIGHT STATION	Subotica Freight St. - Novi Sad Marshalling Yard Subotica Freight St. - Senta Subotica Freight St. - Sombor Subotica Freight St. – Horgoš - Roszke (MAV ZRT) Subotica Freight St. – (Senta) – Kikinda[1)] Subotica Freight St. – (Senta) – Zrenjanin[2)]	1) For the trains not entering the Senta station
TABANOVCE (IŽRSM)	Tabanovce (IŽRSM) - Preševo	
TOVARNIK (HŽI)	Tovarnik (HŽI) - Šid	
ĐENERAL JANKOVIĆ	Traffic is temporarily regulated by UNMIK railways	
ŠABAC	Šabac - Ruma	
ŠID	Šid - Ruma Šid - Tovarnik (HŽI)	

There are four marshalling yards on the network where most of the freight trains are formed and split-up, and these stations are at the same time the distribution stations: Belgrade Marshalling Yard, Lapovo Marshalling Yard, Niš Marshalling Yard and Novi Sad Marshalling Yard.

Due to the limited track capacities and the work organization, the train formation and splitting-up is **not permitted** at the following distribution stations: **Bogojevo, Dimitrovgrad, Preševo, Brasina, Šid, Mala Krsna and Zrenjanin.** The exception is Šid station where the formation of international freight trains and domestic feeder trains can be performed on the designated industrial sidings. The formation of trains at distribution stations Šabac and Požarevac can be performed only if these stations are loading/unloading stations for such trains.

Splitting up and formation of trains are also permitted at particular intermediate stations having the required track capacities: Velika Plana, Zrenjanin fabrika, Kragujevac, Kruševac, Radinac, Smederevo, Sremska Mitrovica, Crveni Krst and Čačak.

The following intermediate stations may also be the departure/terminal stations provided that they are at the same time the loading/unloading stations for such train: Adrovac, Aleksinac, Aleksandrovo predgrađe, Batočina, Brvenik, Valjevo, Vreoci, Grljan, Despotovac, Doljevac, Dragačevo, Elemir, Zvornik, Inđija, Jagodina, Kaona, Lazarevac, Leskovac, Majdanpek, Mataruška Banja, Odžaci, Pančevo Varoš, Pančevo Vojlovica, Paraćin, Petrovac Gložan, Pirot, Podbara, Prahovo, Prokuplje, Raška, Ristovac, Svilajnac, Svrljig, Stara Pazova, Stalać, Surčin, Ćuprija, Čoka, Užice freight station, Futog. The restriction relating to these stations also prescribes that it is not permitted to leave and gather wagons for the purposes of forming other trains.

If the RU requests that the departure/terminal station is the intermediate station that has not been listed, such requests will be considered separately and decisions will be made on such requests depending on the available infrastructure capacities and organization possibilities at the moment of the request submission.

Passenger train formation yards

Dispatching of passenger trains with classical units formed in the technical-passenger station Zemun is possible in Belgrade Center and Zemun stations. In Zemun station track No 11 is equipped with the ramp for loading and unloading of accompanied cars.

The dispatching stations for the EMU and DMU trains can be all stations for passenger traffic, depending on the available capacities and the traffic service hours.

Overview of distribution stations-sections for passenger trains operation

Distribution station	Distribution section	Comments
1	2	3
BEOGRAD CENTAR	Beograd Centar – Novi Sad Beograd Centar – Ruma Beograd Centar – Pančevo Main St. Beograd Centar - Požega Beograd Centar - Lapovo	
BIJELO POLJE (ŽICG)	Bijelo Polje (ŽICG) - Vrbnica - Prijepolje freight station	
BOGOJEVO	Bogojevo - Sombor Bogojevo - Novi Sad Bogojevo - Erdut (HŽI)	
VRŠAC	Vršac - Pančevo Main St. Vršac - Stamora Moravita (CFR SA)	
ERDUT (HŽI)	Erdut (HŽI) – Bogojevo	
DIMITROVGRAD	Dimitrovgrad – Niš	
JIMBOLIA (CFR)	Jimbolia (CFR SA) - Kikinda	
ZAJEČAR	Zaječar – Niš Zaječar - Prahovo Pristanište Zaječar – Požarevac	
ZVORNIK	Zvornik – Šabac - Ruma	
ZRENJANIN	Zrenjanin - Kikinda Zrenjanin - Novi Sad Zrenjanin - Pančevo Main St. Zrenjanin - Senta	
KIKINDA	Kikinda - Jimbolia (CFR SA) Kikinda - Zrenjanin Kikinda - Senta	
KRALJEVO	Kraljevo – Kosovska Mitrovica Sever[1)] Kraljevo - Lapovo Kraljevo - Požega Kraljevo – Stalać[1)]	1) in both directions
LAPOVO	Lapovo – Belgrade Center Lapovo - Kraljevo Lapovo - Niš Lapovo - Smederevo	
NIŠ	Niš - Lapovo Niš - Preševo	

	Niš - Dimitrovgrad Niš – Zaječar Niš - Kuršumlija[1)]	1) in both directions
NOVI SAD	Novi Sad – Beograd Centar Novi Sad – Subotica Novi Sad – Bogojevo Novi Sad – Vrbas[1)] Novi Sad - Pančevo Main St. Novi Sad – Zrenjanin Novi Sad - Ruma	
PANČEVO MAIN STATION	Pančevo Main St. - Zrenjanin Pančevo Main St. - Vršac Pančevo Main St. – Beograd Centar Pančevo Main St. - Pančevo Vojlov.[1)] Pančevo Main St. – Novi Sad[2)]	1) in both directions
POŽAREVAC	Požarevac - Lapovo Požarevac - Smederevo Požarevac - Zaječar Požarevac – Beograd Centar	
POŽEGA	Požega - Beograd Centar Požega - Kraljevo Požega - Prijepolje freight station	
PRAHOVO PRISTANIŠTE	Prahovo pristanište - Zaječar	
PRIJEPOLJE FREIGHT STATION	Prijepolje freight station - Vrbnica - Bijelo Polje (ŽICG) Prijepolje freight station - Požega	
PREŠEVO	Preševo - Niš Preševo – Tabanovce (IŽRSM)	
RUMA	Ruma - Šabac - Zvornik Ruma - Šid Ruma - Beograd Centar Ruma – Novi Sad	
ROSZKE (MAV ZRT)	Roszke (MAV ZRT)-Horgoš- Subotica	
SENTA	Senta – Subotica Senta – Zrenjanin Senta – Kikinda	
SMEDEREVO	Smederevo - Lapovo Smederevo - Požarevac	
SOMBOR	Sombor - Subotica Sombor - Bogojevo	
STAMOR MORAVITA (CFR SA)	Stamora Moravita (CFR SA) - Vršac	
SUBOTICA	Subotica - Novi Sad Subotica – Sombor Subotica - Senta Subotica - Horgoš - Roszke (MAV)	
TABANOVCE (IŽRSM)	Tabanovce (IŽRSM) - Preševo	
TOVARNIK (HŽI)	Tovarnik(HŽI) - Šid	
ŠABACŠabac - Ruma		
ŠID	Šid – Ruma Šid – Tovarnik (HŽI)	

7.3.5 Storage Sidings

IŽS network has the capacities for storing of rolling stock. Rolling stock storing services are provided by the IŽS.

Storing of standard passenger train sets, DMUs, EMUs and locomotives is carried out at all depots for accommodation and storing of rolling stock of "Srbija Kargo" JSC and "Srbija Voz" JSC.

Storing of freight wagons is carried out on special storage sidings for surplus freight wagons at marshalling yards Belgrade Marshalling Yard, Novi Sad Marshalling Yard, Niš Marshalling Yard, Lapovo Marshaling Yard, Subotica, Zaječar, Kikinda, Kraljevo, Pančevo Main St., Požega, Ruma and Sombor.

IŽS is not responsible for any damage which can occur on the rolling stock, that is, on the goods which is located in the stored wagons.

"Infrastructure of Serbian Railways" provides the service of storing of rolling stock to all interested railway undertakings which require storing of rolling stock, in a non-discriminatory manner and upon their request, and to the extent permitted by the infrastructure capacities.

7.3.6 Maintenance facilities

There are rolling stock maintenance facilities on IŽS network, but the maintenance services are not provided by "Infrastructure of Serbian Railways" JSC. Appendix 3.10. contains the details on the rolling stock maintenance facilities.

7.3.7 Other Technical Facilities, including Cleaning and Washing Facilities

"Infrastructure of Serbian Railways" provides the following basic services at technical facilities to railway undertakings in a non-discriminatory manner and upon their request:

Use of wagon scales in stations, where available, according to table 8 of this document;

- Fixed facilities for test braking in station Beograd Ranžirna (Belgrade Marshalling Yard);
- Use of freight loading/unloading ramp;
- Use of ramp for loading and unloading of accompanied cars;
- Use of loading clearance;
- Use of portal crane in Aleksinac station;

The need for using the basic services listed in bullets 1, 3, 4 and 5 must be presented by railway undertakings in the capacity allocation process, whereas the need for other services can be presented in a separate request.

More detailed information on provision of the above stated basic services can be obtained at:

"Infrastructure of Serbian Railways" JSC
Traffic Department
6, Nemanjina St
11000 Belgrade, Serbia
Tel.: +381 11 3618 214
Fax: +381 11 3616 814
E-mail: sektor.sp@srbrail.rs

"Infrastructure of Serbian Railways" does not have the special facilities and does not provide the services of rolling stock cleaning and washing.

Wagon scales

The list of stations in which are located wagon scales is given in the Table 8.

Table No. 9: Wagon scales

No.	Station	Carrying Capacity (t)	Length of weigh bridge (m)	NOTE:
1	Šid	100	20	Wagon scale is electronic.
2	Novi Sad Marshalling Yard	100	20	Wagon scale is electronic.
3	Pančevo main st.	100	20	Wagon scale is electronic.
4	Vršac	100	20	Wagon scale is electronic.
5	Zrenjanin Factory	100	20	Wagon scale is mechanic.
6	Subotica Freight St.	100	20	Wagon scale is electronic.
7	Sombor	100	20	Wagon scale is mechanic.
8	Niš Marshalling Yard	100	20	Wagon scale is electronic.
9	Požega	100	20	Wagon scale is electronic.
10	Čačak	80	15.5	Wagon scale is electronic.
11	Lapovo Marshalling St.	100	20	Wagon scale is electronic.
12	Belgrade Marshalling Yard	100	18	Wagon scale is electronic.
13	Dimitrovgrad	100	20	Wagon scale is electronic.

Fixed installations for brake control

Fixed installations for brake control are located at Beograd Marshalling Yard.

Cleaning and washing facilities

IŽS does not have special facilities for cleaning and washing of railway vehicles. The type, volume and place of cleaning of railway vehicles for passenger service are determined by the railway undertaking.

Other technical facilities

- **Ramps for loading and unloading of the load**

"Infrastructure of Serbian Railways" JSC will enable usage of the ramps for loading and unloading of the load to all railway undertakings on the non-discriminatory way and upon their request. The need for usage of the ramps for loading and unloading of the load must be shown by the railway undertakings' in the capacity allocation procedure.

- **Ramps for loading and unloading of the accompanied vehicles**

Loading/unloading ramps for transport of accompanied vehicles are located in stations Zemun, Novi Sad, Subotica and Niš. The need for usage of the ramps for loading and unloading of the accompanied vehicles must be indicated by the railway undertakings in the capacity allocation procedure.

- **Loading gauge**

Loading gauges that are in function are present at the following stations: Novi Sad Marshalling Yard, Vršac, Čačak, Požega, Dimitrovgrad, Jošanička Banja and Kragujevac.

On IŽS network there are more stations with loading gauges which are not in function currently. The correction of the list of loading gauges will be done upon putting malfunction loading gauges into the functional condition.

- **Crane portal in Aleksinac station**

Transfer station on the territory of IŽS is Aleksinac. Mobile portable crane PD 86 with capacity up to 32 t is used for transshipmenthipment.

Service for using of wagon scales

“Infrastructure of Serbian Railways” JSC provides the wagon scales services. The price for using the wagon scale amounts to 3,309.00 RSD/wagon without VAT.

Service of loading and unloading using the portal crane in Aleksinac station

The service of loading and unloading using the portal crane together with the staff of public railway Infrastructure Manager is defined by means of a separate contract concluded between the public railway Infrastructure Manager and the Railway Undertaking, i.e. the user of the said service.

Unit price for the use of portal crane for loading and unloading amounts to 150,00 RSD/net tonne of goods VAT exclusive.

IŽS is providing other basic services if required by the railway undertaking and subject to a special contract. Other basic services that can be provided are:

- manning of facilities

Manning of unmanned service points

Structure of manning of non-manned service points, upon the railway undertaking’s request, consists of:

- manning of service points of public railway infrastructure manager upon the railway undertaking’s request in function of traffic management or shunting movements in such service points outside the working hours for such service point, and

- manning of service points of the railway undertaking upon its request in function of traffic management or shunting movements in such service points because the railway undertaking does not possess adequate traffic staff.

Charge for manning of service points by traffic staff amounts to:

Work place	Train dispatcher	Switch operator
Price in RSD/hour VAT exclusive	**1.236,00**	**955,00**

Calculation for periods of manning of non-manned service points starts from the moment of takeover of service at the service point until the moment of handover of service for the purposes of train operation i.e. shunting movement of railway undertaking’s train set, and in case of temporarily manned stations (station working hours with interruption) not taking into account the period when the station is manned during the working hours according to the timetable booklet.

In the stations where it is necessary to perform manning with the train dispatcher and the switch operator, the manning period is the same for both employees given the responsibility of both worker during the setting up of a train route.

7.3.8 Maritime and Inland Port Facilities

The following ports are connected to public railway network:

- Port area Novi Sad
  Operator: DP World AD Novi Sad, www.lukanovisad.rs

Information on the service facility are available at https://www.dpworld.com/en/serbian/general-terms-and-conditions

- Port area Smederevo
  Operator: HBIS GROUP Serbia Iron & Steel d.o.o. Beograd, www.hbisserbia.rs

- Port area Pančevo
  Operator: Port ’’Dunav" AD Pančevo

Granexport d.o.o.www.granexport.rs
Specijalna luka d.o.o.

Information on the service facility are available at www.specijalnaluka.rs

- Port area Prahovo
  Operator: PD Elixir Prahovo, https://www.elixirprahovo.rs

Information on the service facility are available at www.elixirprahovo.rs/logistika and www.elixirgroup.rs/usluge/logistika/luka-prahovo/

- Port area Senta

  Operator: Port Senta A.D.,

  Information on the service facility are available at www.luka-senta.rs
- Port area Sremska Mitrovica
  Operator: RTC Luka Leget AD, https://www.leget.rs
- Port area Šabac
  Operator: PD Elixir Zorka

Information on the service facility are available at https://www.elixirzorka.rs and www.elixirgroup.rs/usluge/logistika/luka-sabac/

7.3.9 Relief Facilities

IŽS has on its disposal a mobile relief facility – relief (auxiliary) train. The services of relief train in cases of remedying the consequences of accidents or incidents are provided by IŽS, using its relief trains and staff, located in Belgrade, Niš and Kraljevo. In order to use the relief train services, a Railway Undertaking must address IŽS in writing:
Center for relief train operations
6, Nemanjina St
11 000 Belgrade, Serbia
Tel: +381 11 3620 899
Fax: +381 11 3620 899
Email: direktor.tkp@infrazs.rs

Price of services regarding the provision of relief assistance

The price for providing the basic service regarding the provision of relief assistance is determined based on the actual costs incurred during the provision of such service and it is applied in a non-discriminatory manner for all railway undertakings.

The price of transporting the relief train from the domicile station to the place of work and return to the domicile

No	Means of transport	Measuring unit	Price in RSD, VAT exclusive
1	Traction vehicle - locomotive of the operator – in operation, maneuver or expectation of operation		According to the operators bill
2	Vehicle of the working unit (ZOP, ETP, SP,…) within "IŽS" – trolley, truck, etc.		According to the account of the working unit "IŽS" which performed transport
3	GEISMAR road-rail vehicle type V2R-730-S – road driving	hour	15.156,00
4	GEISMAR road-rail vehicle type V2R-730-S – railway driving	hour	18.156,00

5	Traction vehicle – locomotive "IŽS" or locomotive leased (locomotive operation + staff operation + energy) -in operation	hour	41.000,00
	-in expectation of operation	hour	15.000,00

Price for equipment and tools for the operation of relief (auxiliary) train

No	Asset description	Type of work	Measuring unit	Price in RSD, VAT exclusive
1	Relief train	Expecting of work	hour	2.000,00
2	Relief train	Work on preparation and retrieval of intervention equipment	hour	4.000,00
3	GEISMAR road-rail vehicle type V2R-730-S	Work during intervention	hour	15.156,00
4	Jack EDK 1000 (99 72 9 471 001-4)	Expecting of work	hour	5.000,00
5	Jack EDK 300 (99 72 9 471 101-2)	Expecting of work	hour	5.000,00
6	Jack DHPD 65 (99 72 9 571 001-3)	Expecting of work	hour	5.000,00
7	Jack EDK 1000 (99 72 9 471 001-4)	Preparation, Work, Retrieval	hour	56.970,00
8	Jack EDK 300 (99 72 9 471 101-2)	Preparation, Work, Retrieval	hour	27.248,00
9	Jack DHPD 65 (99 72 9 571 001-3)	Preparation, Work, Retrieval	hour	30.146,00
10	LUKAS equipment	Preparation, Work, Retrieval	hour	7.066,00
11	WALTER trolley	Installation and removal	hour	6.000,00
12	WALTER trolley	Transport	hour	3.320,00
13	WALTER trolley	Remaining of trolley under the rolling stock – lump sum	hour	600,00
14	Stable power generation unit	Work	hour	2.400,00

Note: operating time is calculated in full hours – each started working hour of equipment and assets is counted as a full working hour.

Labour costs for relief train's staff

No	Type of work	Measuring unit	Price in RSD VAT exclusive
1	Assistant on relief train	hour	704,00
2	Electromechanic	hour	981,00
3	Driver and operator of a two-way motor vehicle	hour	1.016,00
4	Rail crane operator	hour	1.027,00
5	Hydraulic equipment operator	hour	1.027,00
6	Locksmith on the relief train	hour	1.027,00
7	Rail vehicle mechanic	hour	1.027,00

8	Relief train manager	hour	1.126,00
9	Expert associate for circuit inspection	hour	1.175,00
10	Assistant relief train chief	hour	1.282,00
11	Relief train chief	hour	1.605,00
12	Employees participating in the work of relief train	pcs	1.800,00

Note: operating time is calculated in full hours – each started working hour is counted as a full working hour.

7.3.10 Refuelling Facilities

"Infrastructure of Serbian Railways" JSC is providing the services of fuel storing and issuing for refuelling of traction vehicles of all railway undertakings.

This relates to refuelling facilities at service points – stations and depots:
Pančevo main St., Lapovo, Kraljevo, Požarevac, Požega, Sombor, Kikinda, Belgrade Marshalling Yard, Crveni Krst, Ruma, Zaječar, Zrenjanin, Vršac and Subotica.

Detailed information on the services of fuel storing and issuing for refuelling of traction vehicles are available at:

Department for Procurement and Central Warehousing
6, Nemanjina St
11 000 Belgrade, Serbia
Tel: +381 11 3620 094
Email: nabavke.infra@srbrail.rs

Price for the service of storing and refuelling

The price for the service of fuel storing and issuing for the purposes of refuelling of traction vehicles of all railway undertakings is determined based on the actual costs incurred during the provision of this service and is applied in a non-discriminatory manner for all railway undertakings.

The service of fuel storing and issuing for the purposes of refuelling of traction vehicles amounts to 5.43 RSD per stored litre of diesel fuel VAT exclusive.

APPENDICES

1. Organizational chart of “Infrastructure of Serbian Railways” JSC

2. Internal regulations (documents) and technological procedures

3.1 Loading gauge JŽ I

3.2 Loading gauge UIC-GA

3.3 Loading gauge UIC-GB

3.3a Loading gauge UIC-GC

3.4 Electrified lines

3.5 Power supply facilities

3.6 Overview of signalling & safety devices equipping level

3.7 Overview of telecommunication devices equipping level

3.8 List of stations with industrial sidings on which it is possible to handle dangerous goods (RID goods)

3.8 b List of service points where it is possible to perform transshipment of dangerous goods

3.9 Alternative transport routes

3.10 Facilities for rolling stock maintenance

3.11 Railway infrastructure development projects

4.1 Request for train path allocation (form)

4.1.b Template for submission of traction vehicle technical data

4.2 Instructions for completion of Request for train path allocation (form)

4.3 Deadlines for annual 2025/2026 Timetable preparation

4.4 Deadlines for amendment of annual 2025/2026 Timetable

5.1. Overview of railway lines on which train running is possible when they are manned only with engine driver

5.2. Overview of the lines fulfilling the conditions for train running with an engine driver only

5.3. Geometry of pantograph (current collector) TYPE POS - 254/III used on IŽS network

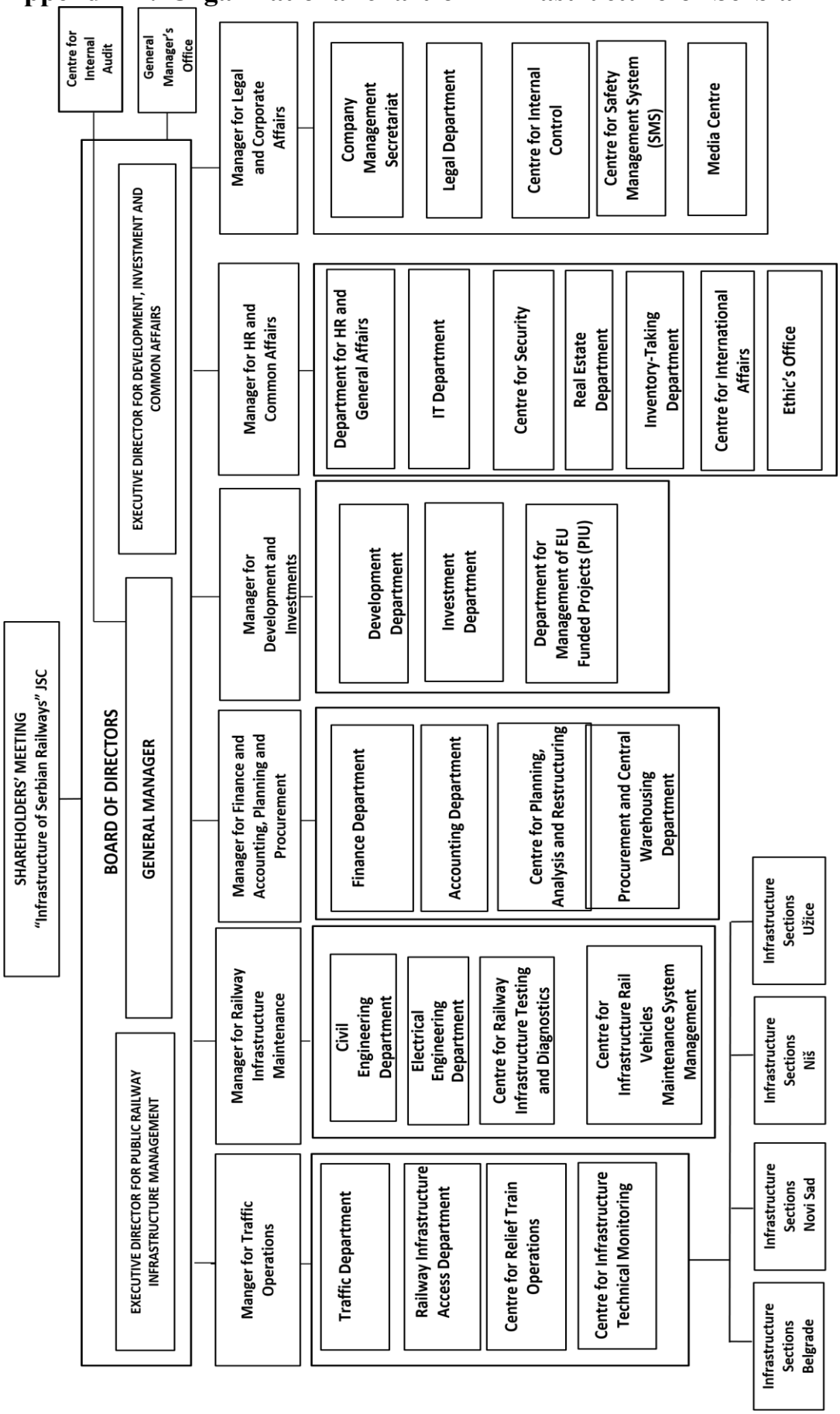
6. Register of infrastructure data

7. Overview of primary train delay causes

8. Overview of platforms and arranged surfaces in service points

9. Method for calculation of electricity consumption for train traction

Appendix 1: Organizational chart of "Infrastructure of Serbian Railways"JSC



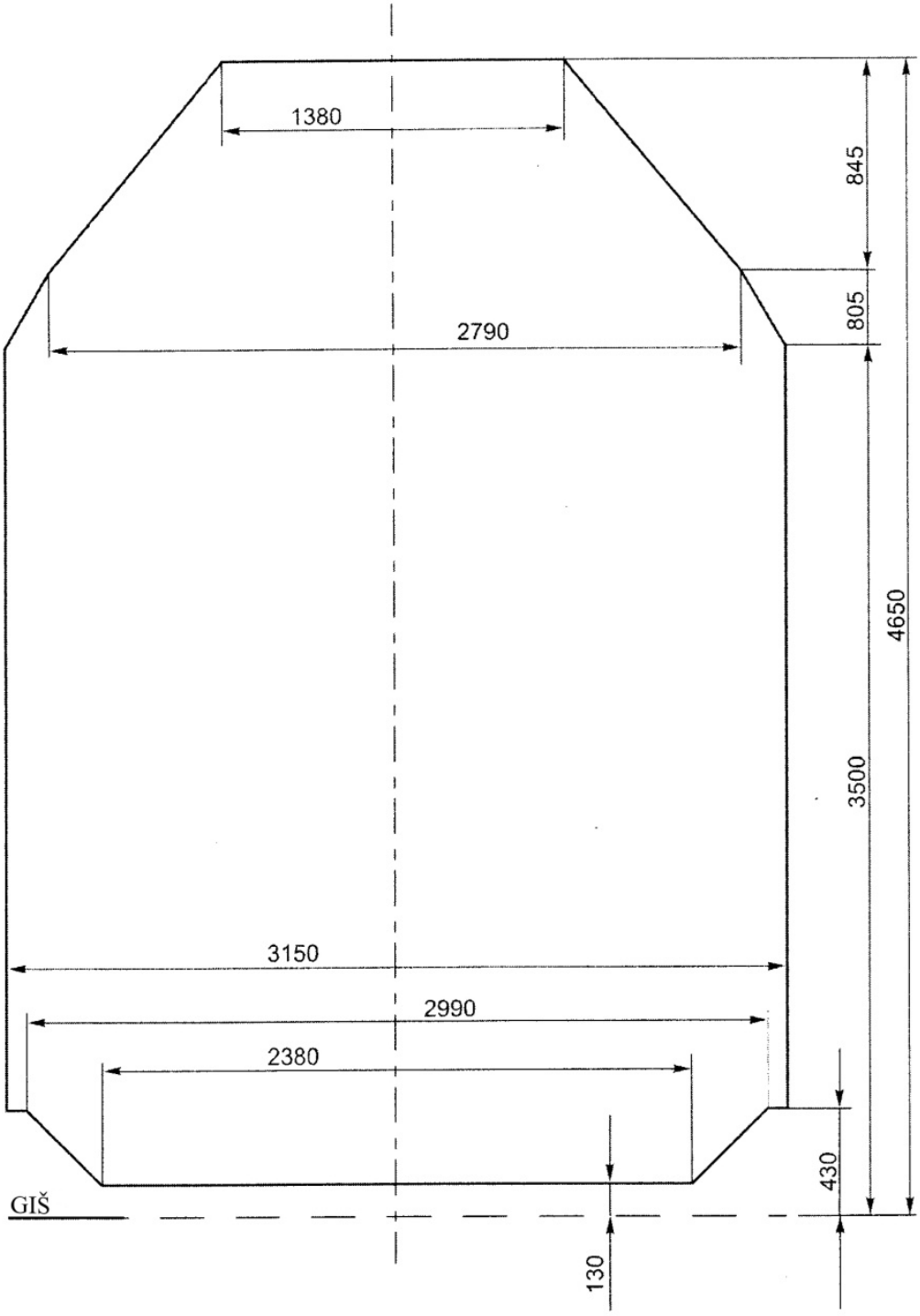
Appendix 2: Internal regulations (documents) and technological procedures

The internal regulations (documents) and the technological procedures applied by IŽS are listed in the Registry of regulations of importance for traffic safety i.e. in item 1.3 Internal general regulations of "Infrastructure of Serbian Railways" JSC.

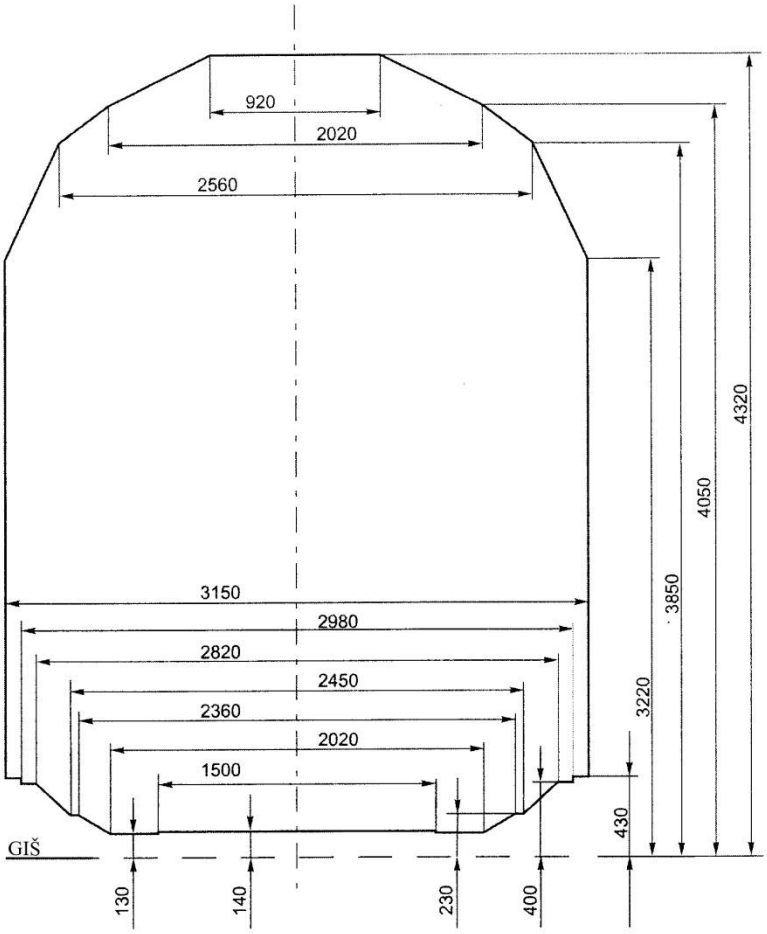
The registry of regulations of importance for traffic safety is published on the web site of "Infrastructure of Serbian Railways" JSC in section About us/Library/Regulations/Safety Management System/Appendices to the Safety Management System Rules of Operation/Appendix 12.1 Library- Registry of regulations
(О нама/Библиотека/Правиници/Систем управљања безбедношћу/Прилози Пословника система управљања безбедношћу/ Прилог 12.1 Библиотека-Регистар прописа).

Available on link https://infrazs.rs/izs-osnovni-podaci/biblioteka

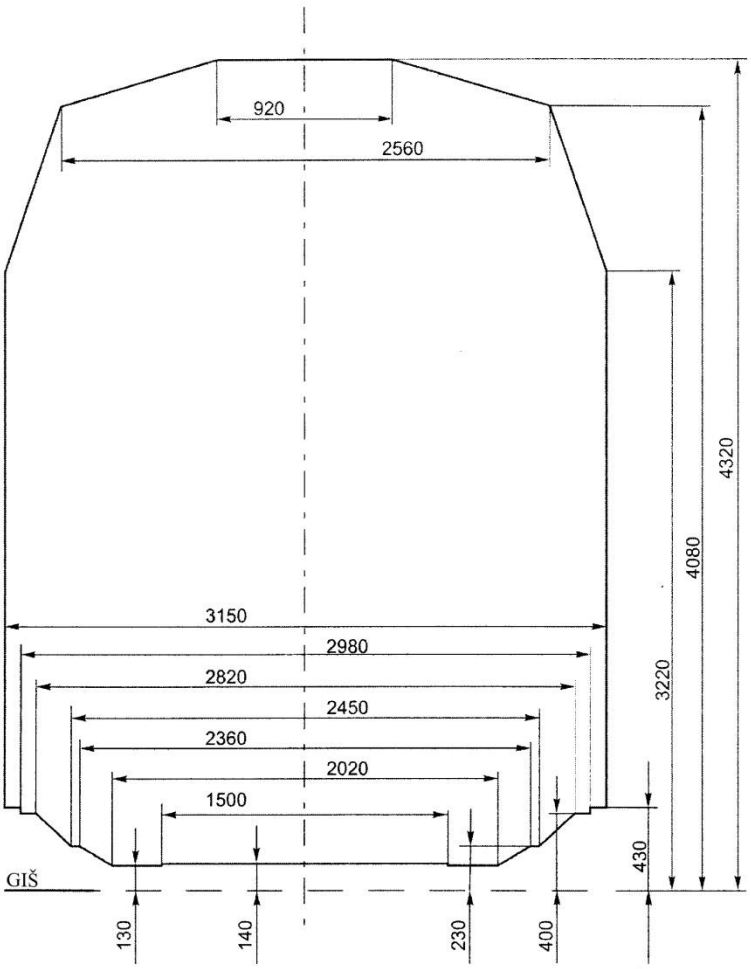
Appendix 3.1. Loading Gauge ŽS I



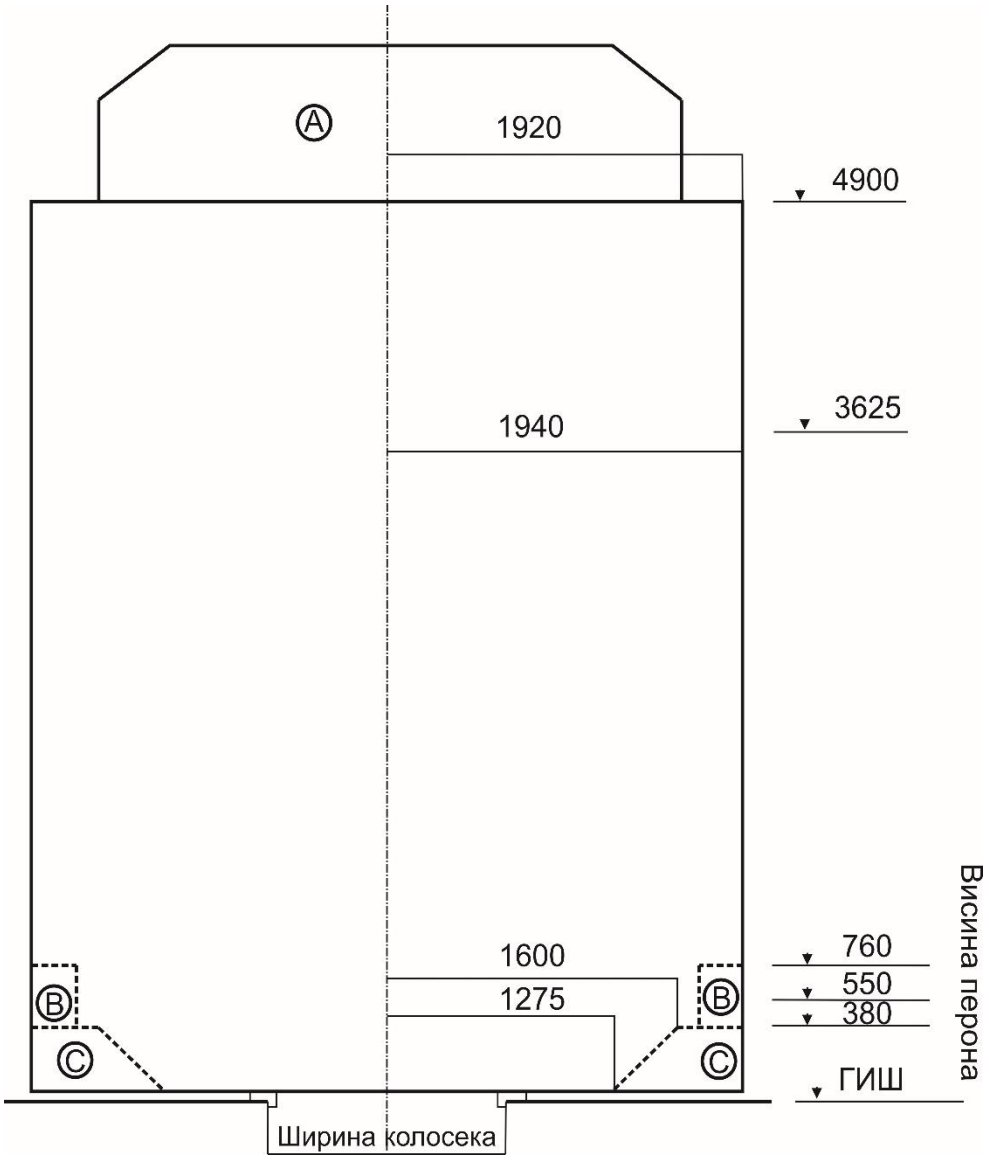
Appendix 3.2. Loading Gauge UIC-GA



Appendix 3.3. Loading Gauge UIC-GB



Appendix 3.3a Loading Gauge UIC-GC



A – Pantograph movement space
B – Area for positioning of platforms according to leaflet UIC 505-4, for the speeds of up to 200 km/h
C – Possibility of reserving the space for low platforms and specific installations

Appendix 3.4. Electrified lines

Main lines:

1. Beograd Centar - Stara Pazova - Šid - State Border - (Tovarnik)
2. Beograd Centar - Rasputnica G - Rakovica - Mladenovac - Lapovo - Niš - Preševo - State Border - (Tabanovce)
3. (Beograd Centar) - Rakovica - Jajinci - Mala Krsna - Velika Plana
4. (Jagodina) – Rasputnica Ćuprija – Ćuprija - Paraćin
5. (Beograd Centar) - Stara Pazova - Novi Sad - Subotica - State Border - (Kelebia)
6. Niš - Dimitrovgrad - State Border - (Dragoman):
   - electrified on section Dimitrovgrad - State Border
7. Beograd Centar - Pančevo Main St. - Vršac - State Border - (Stamora Moravita):
   - electrified on section Beograd Centar - Pančevo varoš
8. (Beograd Centar) - Resnik - Požega - Vrbnica - State Border - (Bijelo Polje)
9. Beograd Marshalling yard "A" - Ostružnica - Batajnica
10. Beograd Marshalling yard "B" – Ostružnica
11. Beograd Marshalling yard "A" - Rasputnica "B" - Rasputnica "K/K1" - Resnik
12. Ostružnica - Rasputnica "B" - (Rasputnica "K/K1")
13. Beograd Marshalling yard "B" - Rasputnica "R" - Rasputnica "A" - (Resnik)
14. (Beograd Marshalling yard "B") - Rasputnica "R" - Rakovica
15. Beograd Marshalling yard "A" - Rasputnica "T" - Rakovica
16. Beograd Marshalling yard "B" - Rasputnica "T" - (Rakovica)
17. connecting track in the area of Rasputnica "K/K1": (Rasputnica "B") - skretica "K" - skretnica "K1" - (Jajinci)
18. (Rasputnica Pančevački most) - Rasputnica Karađorđev park - Rasputnica Dedinje - (Rasputnica G)
19. Inđija – Golubinci
20. Novi Sad - Novi Sad Marshalling yard - Rasputnica Sajlovo
21. bypass track of station Mala Krsna: (Kolari) – branching turnout 1 – branching turnout 28 - (Osipaonica)
22. Rasputnica Lapovo Varoš - Lapovo Marshalling yard – Lapovo
23. Trupale - Niš Marshalling yard - Međurovo
24. Crveni krst - Niš Marshalling yard
25. Niš - Rasputnica most - (Niš Marshalling yard)

Regional lines:

1. Novi Sad - Odžaci – Bogojevo:
   - electrified on section Novi Sad - Sajlovo
2. Stalać - Kraljevo – Požega:
   - electrified on section Kraljevo - Požega
3. connecting track to station Požega: (Uzići) – branching turnout No 53 - branching turnout No 54 - (Dragačevo)
4. Smederevo – Rasputnica Jezava – Radinac – Mala Krsna
5. Mala Krsna - Bor - Rasputnica 2 - (Vražogrnac):
   - electrified on section Mala Krsna – Požarevac
6. Subotica – Horgoš – State Border (Röszke)

Local lines:

1. Novi Sad - Novi Sad ložionica:
   - electrified on section Novi Sad - Blok 3 Novi Sad
2. Pančevo Varoš - Pančevo Vojlovica

Appendix 3.5 Power supply facilities

No	Facilities	Chainage
Main Line 101 Beograd Centar – Stara Pazova – Šid – State Border– (Tovarnik)		
1.	PS Beograd Centar	000+000
2.	**EVP Zemun**	**008+052**
3.	PSN Batajnica	021+970
4.	PS Stara Pazova	034+794
5.	PS Putinci	053+600
6.	PSN Ruma	066+245
7.	PS Sremska Mitrovica	081+700
8.	**EVP Martinci**	**094+200**
9.	PS Kukujevci	105+000
10.	PS Šid	116+400
Main Line 102 Beograd Centar – Mladenovac – Lapovo – Niš – Preševo – State Border– (Tabanovce)		
11.	PSN Košutnjak	007+726
12.	PS Rakovica	008+656
13.	PS Kijevo	010+128
14.	**EVP Resnik**	**014+020**
15.	PS Klenje	024+800
16.	PSN Ralja	032+340
17.	PS Sopot Kosmajski	041+565
18.	**EVP Mladenovac**	**053+100**
19.	PS Glibovac	074+000
20.	PSN Mala Plana	084+350
21.	PS Plana	089+700
22.	**EVP Markovac**	**099+345**
23.	PS Lapovo Varoš	106+309
24.	PS Lapovo Putnička	109+207
25.	PSN Bagrdan	119+122
26.	**EVP Jagodina**	**136+262**
27.	PS Ćuprija	148+200
28.	PS Paraćin	154+971
29.	PSN Sikirica	165+025
30.	PS Stalać	176+154
31.	PS Braljina	186+600
32.	**EVP Đunis**	**195+130**
33.	PS Korman	205+540
34.	PS Aleksinac	214+077
35.	PSN Grejač	223+479
36.	PS Trupale	234+104
37.	PS Niš	243+287
38.	**EVP Niš**	**248+755**
39.	PS Doljevac	261+410
40.	PSN Pečenjevce	276+752
41.	PS Leskovac	287+910
42.	**EVP Grdelica**	**300+580**
43.	PS Džep	319+561
44.	PSN Suva Morava	332+860
45.	PS Vranjska Banja	347+765
46.	**EVP Ristovac**	**365+370**
47.	PS Bukarevac	386+617

48.	PSN Tabanovci	400+060
Main Line 103 (Beograd Centar) – Rakovica – Jajinci – Mala Krsna – Velika Plana		
49.	PS Beli Potok	017+800
50.	PSN Vrčin	026+400
51.	PS Mali Požarevac	042+800
52.	**EVP Vodanj**	**056+700**
53.	PS Mala Krsna	070+600
54.	PSN Lozovik	086+000
Main Line 105 (Beograd Centar) – Stara Pazova – Novi Sad – Subotica – State Border– (Kelebia)		
55.	**EVP Inđija**	**041+984**
56.	PSN Beška	053+905
57.	PS Sremski Karlovci	065+685
58.	**EVP Novi Sad**	**079+985**
59.	PS Kisač	090+600
60.	PSN Zmajevo	102+600
61.	**EVP Vrbas**	**119+480**
62.	PS Lovćenac	129+637
63.	PSN Bačka Topola	143+850
64.	PS Žednik	157+620
65.	**EVP Subotica**	167+920
66.	PS Subotica	177+180
67.	PSN Subotica	184+450
Main Line 107 Beograd Centar – Pančevo Main St. – Vršac – State Border– (Stamora Moravita)		
69.	PS Beograd Centar	000+000
70.	PS Pančevački Most	004+687
Main Line 108 (Beograd Centar) – Resnik – Požega – Vrbnica – State Border– (Bijelo Polje)		
71.	PS Barajevo	015+420
72.	PSN Stepojevac	029+610
73.	PS Lazarevac	045+310
74.	**EVP Slovac**	**059+248**
75.	PS Valjevo	077+905
76.	PSN Lastra	093+056
77.	PS Ražana	111+239
78.	**EVP Kosjerić**	**118+229**
79.	PS Požega	140+420
80.	PSN Uzići	150+295
81.	PS Užice – teretna	162+319
82.	**EVP Sušica**	**178+379**
83.	PS Zlatibor	193+407
84.	PSN Jablanica	206+350
85.	PS Priboj	225+338
86.	**EVP Pribojska Banja**	**232+750**
87.	PS Bistrica	241+248
88.	PSN Prijepolje	257+226
89.	PS Lučica	264+695
90.	**EVP Brodarevo**	**273+360**
91.	PS Vrbnica	285+096
Main Line 111 Beograd Marshalling yard "A" – Ostružnica – Batajnica		
92.	PS Železnik – ulaz	001+290
93.	PS Železnik – izlaz	002+615
94.	PSN Surčin	013+485

Regional Line 213 Stalać – Kraljevo – Požega		
95.	**EVP Kraljevo**	**080+565**
96.	PSN Ovčar Banja	120+900
	Regional railway line 201 Subotica – Horgoš – State Border – (Röszke)	
97.	PS Bački Vinogradi	15+717

Remote control centers		
98.	**Centar DU Beograd**	**M2: 005+145**
99.	**Centar DU Niš**	**M2: 243+560**
100.	**Centar DU Novi Sad**	**M4: 078+038**

Abbreviations:

EVP - Electric traction substation

PSN - Track sectioning post with neutral line

PS - Track sectioning post

CDU - Remote control center

Appendix 3.6 Overview of signaling & safety devices equipping level

No	Railway Line No	RAILWAY LINES	Complete interlocking with relay or electronic devices	Incomplete relay interlocking	Electrical-mechanical devices with signal-dependence	Electrical devices without signal-dependence	Mechanical devices without signal-dependence	Turnout interlocking			Turnout heating	Signal type				Signal equipped with AS		Devices in marshalling yards				
								Central control desk and interlocking by means of electrical positioning devices	Central control desk and interlocking by means of mechanical devices	On-site control and interlocking by means of electrical controller	On-site control by means of turnout lock	Electrical	Gas	Main		Other		Light signal	Marshalling yards with automatic marshalling	Marshalling yards without automatic marshalling	Automatic positioning of turnout on the hump	Central positioning of turnout on the hump	Manual positioning of turnouts on the hump
														Light signal	Mechanical signal	Light signal	Mechanical signal	No of balises	Number of stations		Number of turnouts	
			Number of stations					Number of turnouts				Number of turnouts		Number of signals								
			3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
1	1a	2																						
1	101	Beograd - Stara Pazova - Šid - State Border - (Tovarnik)	15			1		341			76	40	182		217		91						
2	102	Beograd - Mladenovac - Lapovo - Niš - Preševo - State Border - (Tabanovce)	55		1	1		639			180	196	419		196		363						
3	103	(Beograd) - Rakovica - Jajinci - Mala Krsna - Velika Plana	15					151				79	160		99		170						
4	104	(Beograd) - Stara Pazova - Novi Sad - Subotica - State Border - (Kelebia)	17			2	1	171	4	25	138	85	292	2	73	2	187						
5	105	Niš - Dimitrovgrad - State Border - (Dragoman)	2		27	12	6						25	20	3	20							
6	106	Beograd Centar - Pančevo glavna stanica - Vršac - State Border - (Stamora Moravita)	5		1	1	5	116	8		87	79	113	19	103		111						
7	107	(Beograd) - Resnik - Požega - Vrbnica - State Border - (Bijelo Polje)	34					306				104	307		177		203						
8	108	Lapovo - Kraljevo - Lešak - Kosovo Polje - Đeneral Janković - State Border - (Volkovo)	2		1	4	15	16			247		20	37	12	30							
9	109	Subotica - Bogojevo - State Border - (Erdut)	1		8	1		19	63		83		18	49	13	16							
10	07	Beograd Centar - Novi Beograd											6		2		6						
11	08	Beograd Centar - Rasputnica G - (Rakovica)											10		6		10						
12	112	Beograd Ranžirna "A" - Ostružnica - Batajnica	2					32					21		1		11						
13	113	Beograd Ranžirna "B" - Ostružnica						2					2				2						
14	114	Beograd Ranžirna "A" - Rasputnica "B" - Rasputnica "K/K1" - Resnik	1								15	1	6		4		6		1	55			
15	115	Ostružnica - Rasputnica "B" - (Rasputnica "K/K1")											2		2		2						
16	116	Beograd Ranžirna "B" - Rasputnica "R" - Rasputnica "A" - (Resnik)											2		1		2						
17	117	(Beograd Ranžirna "B") - Rasputnica "R" - Rakovica						1					2		1		2						
18	118	Beograd Ranžirna "A" - Rasputnica "T" - Rakovica	1					3							1								
19	119	Beograd Ranžirna "B" - Rasputnica "T" - (Rakovica)	1					132					6				6						
20	120	vezni kolosek na području Rasputnice "K/K1". (Rasputnica "B") - skretnica "K" - skretnica "K1" - (Jajinci	1					3				3	6				6						
21	121	Topčider - Rasputnica Savski most - (Novi Beograd)											2				2						
22	122	Topčider - Beograd spoljna - Beograd Dunav - Rasputnica Pančevački most																					
23	28	obilazni kolosek stanice Beograd Spoljna: (Topčider) - Blok 1 "Obala" - Blok 2 "Prelaz" - (Beograd donji grad)			2	1					39+6		6		3								
24	31	(Rasputnica Pančevački most) - Rasputnica Karađorđev park - Rasputnica Dedinje - (Rasputnica G)						4				2	4		4		4						
25	125	Indija - Golubinci											1		1								
26	126	Novi Sad - Novi Sad Ranžirna - Rasputnica Sajlovo				1					77		4		4								
27	127	obilazni kolosek stanice Mala Krsna: (Kolari) - odvojna skretnica 1 - odvojna skretnica 28 - (Ospaonica)											2				2						
28	128	Rasputnica Lapovo Varoš - Lapovo ranžirna - Lapovo	2		1			44			36	3	48		28		14						
29	129	Trupale - Niš ranžirna - Medurovo	1					100				1	5		106		1		1				
30	130	Crveni krst - Niš ranžirna													2								
31	131	Niš - Rasputnica most - (Niš ranžirna)	1					4					4		3								
32	132	Spojni kolosek stanice Niš: (Crveni krst) - odvojna skretnica 2 - odvojna skretnica 4 - (Čele kula)										3											
33	201	Subotica - Horgoš - State Border - (Roszke)			1		1		4		27				11		4						
34	202	Pančevo Glavna stanica - Zrenjanin - Kikinda - State Border - (Jimbolia)	1			3	9	7			253		17	26	11	20							
35	203	Banatsko Miloševo - Senta - Subotica	1	1	1	1	6	19	7		32		16	7	5	5							
36	204	Pančevo Varoš - Rasputnica 2a - (Jabuka)																					
37	205	Novi Sad - Odžaci - Bogojevo	1			2	3	9			99		15	8	7	8							
38	206	(Novi Sad) - Rasputnica Sajlovo - Rimski šančevi - Orlovat stajalište			2	1	8		8		73		8	11	4	11							
39	207	Novi Sad Ranžirna - Sajlovo Rasputnica									2				1								
40	208	Orlovat - Rasputnica 1a - (Lukićevo)																					
41	209	Ruma - Šabac - Rasputnica Donja Borina - State Border - (Zvornik Novi)	1		2	7	2	8			92		23	10	14	9							
42	210	(Platičevo) - Rasputnica 1 - Rasputnica 3 - (Šitar)																					
43	211	Stalać - Kraljevo - Požega	8		7	1	1	22			195		64	11	43	11							
44	212	spojni kolosek stanice Kraljevo: (Mataruška Banja) - odvojna skretnica broj 72 - odvojna skretnica broj 73 - (Adrani)																					
45	213	spojni kolosek stanice Požega: (Užići) - odvojna skretnica broj 53 - odvojna skretnica broj 54 - (Drmančevo)																					
46	214	Smederevo - Mala Krsna	1		1			22			32	2	16		3		8						

No	Railway Line No	RAILWAY LINES	Turnout interlocking									Turnout heating		Signal type				Signal equipped with AS		Devices in marshalling yards				
														Main		Other								
			Complete interlocking with relay or electronic devices	Incomplete relay interlocking	Electrical-mechanical devices with signal-turnout dependence	Electrical devices without signal-turnout dependence	Mechanical devices without signal-turnout dependence	Central control desk and interlocking by means of electrical positioning devices	Central control desk and interlocking by means of mechanical devices	On-site control and interlocking by means of electrical controller	On-site control and interlocking by means of turnout lock	Electrical	Gas	Light signal	Mechanical signal	Light signal	Mechanical signal	Light signal	Mechanicalsignal	Marshalling yards with automatic marshalling	Marshalling yards without automatic marshalling	Automatic positioning of turnout on the hump	Ccentral positioning of turnout on the hump	Manual positioning of turnouts on the hump
			Number of stations					Number of turnouts				Number of turnouts		Number of signals				No of balises		Number of stations		Number of turnouts		
1	1a	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
47	215	Mala Krsna - Bor - Rasputnica 2 - (Vražogrnac)	10	4	1	6	3	60	1		156	24		178	13	45	14	3						
48	216	Crveni krst - Zaječar - Prahovo pristanište	2	2	2	1	14	15	8		127			22	34	4	22							
49	217	(Rgotina) - Rasputnica 3 - Rasputnica 1 - (Trnavac)																						
50	218	Doljevac - Kastrat - Kosovo Polje	4	1				99		6	59	8		67	36		51							
51	219	Kuršumlija - Kastrat			1		1				10				3		3							
52	220	(Barlovo) - Rasputnica 1 - Kuršumlija			1		1				3				3		3							
53	221	Kosovo Polje - Metohija - Peć																						
54	222	Kosovo Polje Teretna - Rasputnica 1 - (Drenica).																						
55	301	Subotica - Subotica fabrika				1					7			1		1								
56	302	Subotica - Subotica bolnica									2													
57	303	Kanjiža - Horgoš																						
58	304	Novi Sad - Novi Sad ložionica					1				1			1	1	1	1							
59	305	(Podbara) - Rasputnica 3 - Rasputnica 2 - (Kać)									4													
60	306	(Rimski šančevi) - Rasputnica 1 - Rasputnica 3 - (Podbara)																						
61	307	Rimski šančevi - Bečej									84			2		2								
62	308	Vrbas - Sombor	2					4			49			8	4	4	4							
63	309	Petrovaradin - Beočin					3				26				2		2							
64	310	Apatin Fabrika - Strilić - Sombor									19													
65	311	Bač - Karavukovo				1	1				10			2		2								
66	312	Bačka Palanka - Gajdobra					1				10													
67	313	(Brasina) - Rasputnica Donja Borina - Zvornik Grad																						
68	314	Šid - Sremska Rača Nova - State Border - (Bijeljina)					6				52				15		12							
69	315	Kikinda - Banatsko Arandelovo				1					16			2		2								
70	316	Sečanj - Jaša Tomić																						
71	317	Zrenjanin Fabrika - Vršac - Bela Crkva				1	1				41			3	2	3	2							
72	318	Pančevo Varoš - Pančevo Vojlovica				1					11			3		3								
73	319	(Uljma) - Rasputnica A - Rasputnica B - (Jasenovo)																						
74	320	spojni kolosek stanice Senta: (Čoka) - odvojna skretnica 22 - odvojna skretnica 23 - (Orom)																						
75	321	(Požarevac) - Rasputnica Sopot Požarevački - Kostolac									6				1		1							
76	322	Markovac - Resavica				4	2				64				12		12							
77	323	Ovča - Padinska Skela									17													
78	324	Metohija - Prizren.																						
79	401	Bečej - Vrbas									14													
80	402	Vršac - Vršac Vašarište																						
81	403	Alibunar - Seleuš																						
82	404	Vladimirovac - Kovin									20													
83	405	Čoka - Novi Kneževac					2				6													
84	406	Kikinda - Metanolsko sirćetni kompleks (km 6+413)																						
85	407	Bogojevo - Dunavska obala																						
86	408	(Sombor) - Rasputnica Strilić - Bački breg																						
87	409	Sombor - Ridica																						
88	410	(Višnjićevo) - Rasputnica Rača - Sremska Rača									1				1									
89	411	Paraćin - Stari Popovac					1				7													
90	412	Surčin - Jakovo Bečmen									4													
91	413	(Beograd spoljna) - km 2+290 odvojna skretnica - Fabrika šećera									4													
92	501	Šarganska osmica																						
		Total:	**187**	**8**	**60**	**55**	**94**	**2349**	**103**	**31**	**2574**	**630**	**0**	**2123**	**338**	**1217**	**263**	**1212**	**0**	**0**	**2**	**55**	**0**	**0**

No	Railway Line No	RAILWAY LINE	INTERLOCKING FACILITIES																				
			Interstation dependence device			Automatic bloc					Level crossing safety devices								Traffic remote control devices				
											Automatic positioning of level crossings				Manual positioning of level crossings								
											half-barrier or barier logitudinal		only colour light signals		electrical devices		mechanical devices						
			Length of single track line	Length of double track line	Number of distances between stations	Length of signle track line	Length of double track line	Number of block points	Number of signals	Number of signals equipped with auto-stop devices	in station	on track	in station	on track	in station	on track	in station	on track	Length of signle track line	Length of double track line	Number of remote control centers	Number of remote control stations	Number of remotely controlled stations
			km		kom	km		pcs											km		pcs		
1	1a	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
1	101	Beograd - Stara Pazova - Šid - državna granica - (Tovarnik)						61	120	120	14	12								97+918	1	5	6
2	102	Beograd - Mladenovac - Lapovo - Niš - Preševo - državna granica - (Tabanovce)	6+000		1		14+150	195	443	289	37	53	1	1	2		8	4			2	38	15
3	103	(Beograd) - Rakovica - Jajinci - Mala Krsna - Velika Plana				93+143		41	81	81	11	3					1				1	12	4
4	104	(Beograd) - Stara Pazova - Novi Sad - Subotica - državna granica - (Kelebija)	15+020		4	133+722		61	121	121	15	8			2	1	1	2					
5	105	Niš - Dimitrovgrad - državna granica - (Dragoman				16+100		6	11		5	7			3	4	7	4					
6	106	Beograd Centar - Pančevo glavna stanica - Vršac - državna granica - (Stamora Moravita)	82+200	19+070	14		19+600	10	26	26	4	2					8	1					
7	107	(Beograd) - Resnik - Požega - Vrbnica - državna granica - (Bijelo Polje)	287+013		33						3	9	1	15					287+013		1	26	9
8	108	Lapovo - Kraljevo - Lešak - Kosovo Polje - Đeneral Janković - državna granica - (Volkovo									3		2		1		7	4					
9	109	Subotica - Bogojevo - državna granica - (Erdut	69+820		11						1	5	1				11	10					
10	110	Beograd Centar - Novi Beograd					2+887	2	4	4													
11	111	Beograd Centar - Rasputnica G - (Rakovica)					4+416	4	8	8													
12	112	Beograd Ranžirna "A" - Ostružnica - Batajnica				25+658		14	26	26	1	1									1		2
13	113	Beograd Ranžirna "B" - Ostružnica				5+902		2	2	2													
14	114	Beograd Ranžirna "A" - Rasputnica "B" - Rasputnica "K/K1" - Resnik				10+419		4	8	8	1						1					1	1
15	115	Ostružnica - Rasputnica "B" - (Rasputnica "K/K1")				2+121		1	2	2													
16	116	Beograd Ranžirna "B" - Rasputnica "R" - Rasputnica "A" - (Resnik)				4+538		2	2	2													
17	117	(Beograd Ranžirna "B") - Rasputnica "R" - Rakovica				1+149																	
18	118	Beograd Ranžirna "A" - Rasputnica "T" - Rakovica				0+709																	
19	119	Beograd Ranžirna "B" - Rasputnica "T" - (Rakovica)				8+379		3	5	5													
20	120	vezni kolosek na području Rasputnice "K/K1": (Rasputnica "B") - skretnica "K" - skretnica "K1" - (Jajinci)				0+463																	
21	121	Topčider - Rasputnica Savski most - (Novi Beograd				3+578		1	1														
22	122	Topčider - Beograd spoljna - Beograd Dunav - Rasputnica Pančevački most				6+257	4+519									1	0	0					
23	123	obilazni kolosek stanice Beograd Spoljna: (Topčider) - Blok 1 "Obala" - Blok 2 "Prelaz" - (Beograd donji grad)				1+757											1						
24	124	(Rasputnica Pančevački most) - Rasputnica Karadorđev park - Rasputnica Dedinje - (Rasputnica G)					1+591																
25	125	Indija - Golubinci	4+020		1	4+020		2	4	4													
26	126	Novi Sad - Novi Sad Ranžirna - Rasputnica Sajlovo	3+749		2																		
27	127	obilazni kolosek stanice Mala Krsna: (Kolari) - odvojna skretnica 1 - odvojna skretnica 28 - (Osipaonica)				2+387					1												
28	128	Rasputnica Lapovo Varoš - Lapovo ranžirna - Lapovo					3+788																
29	129	Trupale - Niš ranžirna - Međurovo				1+220		2	3	1													
30	130	Crveni krst - Niš ranžirna				17+100	1	1	2														
31	131	Niš - Rasputnica most - (Niš ranžirna)				4+990		4	7		1	1											
32	132	Spojni kolosek stanice Niš: (Crveni krst) - odvojna skretnica 2 - odvojna skretnica 4 - (Ćele kula)				0+500						2											
33	201	Subotica - Horgoš - državna granica - (Roszke)	24+351		5						3						2	2					
34	202	Pančevo Glavna stanica - Zrenjanin - Kikinda - državna granica - (Jimbolia)	131+318		14						4	10			1		11	4					
35	203	Banatsko Miloševo - Senta - Subotica	80+264		14							1					2	2					
36	204	Pančevo Varoš - Rasputnica 2a - (Jabuka)	1+600		1																		
37	205	Novi Sad - Odžaci - Bogojevo	89+457		10							1			1		7	4					
38	206	(Novi Sad) - Rasputnica Sajlovo - Rimski šančevi - Orlovat stajalište	65+405		11							1					4	3					
39	207	Novi Sad Ranžirna - Sajlovo Rasputnica	2+502		1																		
40	208	Orlovat - Rasputnica 1a - (Lukićevo)	0+630		1																		
41	209	Ruma - Šabac - Rasputnica Donja Borina - državna granica - (Zvornik Novi)				101+951						3			4	3	3	6					
42	210	(Platičevo) - Rasputnica 1 - Rasputnica 3 - (Štitar)																					
43	211	Stalać - Kraljevo - Požega				135+733						2	1		2		4	5					
44	212	spojni kolosek stanice Kraljevo: (Mataruška Banja) - odvojna skretnica broj 72 - odvojna skretnica broj 73 - (Adrani)																					
45	213	spojni kolosek stanice Požega: (Užići) - odvojna skretnica broj 53 - odvojna skretnica broj 54 - (Dragačevo)																					
46	214	Smederevo - Mala Krsna				11+742					1		1		1		2	2					
47	215	Mala Krsna - Bor - Rasputnica 2 - (Vražogrnac)										1			1								
48	216	Crveni krst - Zaječar - Prahovo pristanište										1			1		7	1					
49	217	(Rgotina) - Rasputnica 3 - Rasputnica 1 - (Trnavac)																					
50	218	Doljevac - Kastrat - Kosovo Polje													1								
51	219	Kuršumlija - Kastrat																					

No	Railway Line No	RAILWAY LINE	INTERLOCKING FACILITIES																				
			Interstation dependence device			Automatic bloc					Level crossing safety devices								Traffic remote control devices				
											Automatic positioning of level crossings				Manual positioning of level crossings								
											half-barrier or barier logitudinal		only colour light signals		electrical devices		mechanical devices						
			Length of single track line	Length of double track line	Number of distances between stations	Length of signle track line	Length of double track line	Number of block points	Number of signals	Number of signals equipped with auto-stop devices	in station	on track	in station	on track	in station	on track	in station	on track	Length of signle track line	Length of double track line	Number of remote control centers	Number of remote control stations	Number of remotely controlled stations
			km		kom	km		pcs											km		pcs		
1	1a	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
52	220	(Barlovo) - Rasputnica 1 - Kuršumlija																					
53	221	Kosovo Polje - Metohija - Peć																					
54	222	Kosovo Polje Teretna - Rasputnica 1 - (Drenica)																					
55	301	Subotica - Subotica fabrika	4+100		1									1				4					
56	302	Subotica - Subotica bolnica	2+745		1																		
57	303	Kanjiža - Horgoš																					
58	304	Novi Sad - Novi Sad ložionica	2+870		1										2			1					
59	305	(Podbara) - Rasputnica 3 - Rasputnica 2 - (Kać)	3+659		2																		
60	306	(Rimski šančevi) - Rasputnica 1 - Rasputnica 3 - (Podbara)	0+910		1																		
61	307	Rimski šančevi - Bečej													1		9						
62	308	Vrbas - Sombor									1	1			2		1	1					
63	309	Petrovaradin - Beočin	17+035		3												2	2					
64	310	Apatin Fabrika - Strilić - Sombor	38+304		4												1	2					
65	311	Bač - Karavukovo	13+420		2										1		1						
66	312	Bačka Palanka - Gajdobra	14+422		2												2	4					
67	313	(Brasina) - Rasputnica Donja Borina - Zvornik Grad				6+818																	
68	314	Šid - Sremska Rača Nova - državna granica - (Bijeljina)				25+612												2					
69	315	Kikinda - Banatsko Arandelovo	12+916		4												2						
70	316	Sečanj - Jaša Tomić	10+363		1																		
71	317	Zrenjanin Fabrika - Vršac - Bela Crkva	65+3348		4							1					4						
72	318	Pančevo Varoš - Pančevo Vojlovica	2+907		2							1			1	3							
73	319	(Uljma) - Rasputnica A - Rasputnica B - (Jasenovo)	0+488		1																		
74	320	spojni kolosek stanice Senta: (Čoka) - odvojna skretnica 22 - odvojna skretnica 23 - (Orom)																					
75	321	(Požarevac) - Rasputnica Sopot Požarevački - Kostolac				9+900																	
76	322	Markovac - Resavica				53+250						1		1	1		3	4					
77	324	Ovča - Padinska Skela	18+580		1	18+580																	
78	324	Metohija - Prizren.																					
79	401	Bečej - Vrbas															1						
80	402	Vršac - Vršac Vašarište																					
81	403	Alibunar - Seleuš	8+386		1																		
82	404	Vladimirovac - Kovin	43+030		1													2					
83	405	Čoka - Novi Kneževac	12+300		2												1						
84	406	Kikinda - Metanolsko sirćetni kompleks (km 6+413)	7+255		1																		
85	407	Bogojevo - Dunavska obala	2+733		1																		
86	408	(Sombor) - Rasputnica Strilić - Bački breg	28+090		1																		
87	409	Sombor - Ridica	32+741		1																		
88	410	(Višnjićevo) - Rasputnica Rača - Sremska Rača				3+830																	
89	411	Paračin - Stari Popovac									1						1						
90	412	Surčin - Jakovo Bečmen				4+400																	
91	413	(Beograd spoljna) - km 2+290 odvojna skretnica - Fabrika šećera				0+600																	
92	501	Šarganska osmica																					
Total					**161**			**416**	**876**	**699**	**107**	**127**	**7**	**18**	**28**	**12**	**115**	**76**			**6**	**82**	**37**

Appendix 3.6a Request for issuance of encryption keys for communication in the ETCS system

1. Identification data of the railway carrier:

……
Address:

……
Contact person:

……
E-mail:

……
Phone/Mobile Phone

……
2. Identification data of vehicles and equipment

	ETCS-ID (NID_Engine) decimal form	EVN (European Vehicle Number)	Home-KMC of the vehicle	Baseline	OBU-producer	Requested begin of validity
example	*996823*	*91 83 9586 616-0*	*IZS*	*3.6.0*	*CRSC*	*2024/6/15*

3. Determination of home KMC
☐ the home KMC of the given OBU is KMC IZS
☐ the mentioned OBUs do not have any home KMC assigned, we request that it will become the KMC IZS
☐ home KMC is a KMC other than KMC IZS:
KMC ID …….
Administrator of the given KMC:

……
Contact person:

……
4. We request the allocation of encryption keys for:
☐ all lines equipped with ETCS level 2 track section and operated by IZS,
☐ for certain track sections (areas), specify which:

……

Appendix 3.7 Overview of telecommunication devices equipping level

No	Railway line No	RAILWAY LINE	FINAL TERMINAL DEVICES															Sound signalling devices	EXCHANGE UNITS													
			Telephone													Telegraph			Telephone										Telegraph			
									Traff.remote control desks		Trackside telephones																					
			LB telephone devices	CB telephone devices	Automatic telephone devices	Secretary sets	PPA telephones	PA telephones	At operational dispatching centers	At railway stations	At entry signals	At exit signals	At level crossings (PP)	At automatic block (APB)	Others	Teleprinters	Telefaxes	Sound signalling devices	"Step by step" system		Cross-bar		EMD with electric motor dialler		ESK		Electronic		"Step by step" system		Dispatching exchanges	Station dispatching devices
			pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	type	pcs	type	pcs	type	pcs	type	pcs	type	pcs	type	pcs	pcs	pcs
1	2		3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
5	101	BGD-Šid-State Border	55	25	360	6	1	0	0	13	35	35	23	11	0	6	0	18		2		1		0		3		0	TW-39	1	0	15
3	102	BGD-Mladenovac-Niš-Preševo-State Border.	284	54	1347	40	2	2	11	60	117	117	87	170	0	31	2	4		4		2		0		10		2	tg-529	2	5	37
4	103	(BGD)-Rakovica-Jajinci-M.Krsna-V.Plana	31	96	44	2	0	0	0	20	38	36	44	41	0	3	0	8		1		0		0		1		0	TW-39	1	0	45
2	104	(BGD)-S.Pazova-Inđija-Subotica-State Border.	59	30	665	3	2	0	4	19	39	38	31	55	25	5	0	3	eb5 fb5	3	L60	0		0		2		0	TW-39	1	2	26
22	105	Niš-Dimitrovgrad-State Border.	2	0	28	0	11	0	0	4	7	6	16	6	0	0	0	9		0		1		0		1		0		0	0	0
6	106	BGD Centar-Pančevo-Vršac-State Border.	46	0	245	6	5	0	1	7	30	15	4	12	15	6	0	5		0		0		0		0	dkts	0		0	1	6
1	107	(BGD)-Resnik-Podgorica-Bar	89	52	418	59	0	0	2	35	69	70	28	70	70	15	0	59	ISKRA	2	0	1	Siemens	2	0	0	žeatc 100	2	TW-39	1	2	37
20	108	Lapovo-Kraljevo-Đ.Janković-State Border.	61	0	283	1	16	0	2	2	8	4	10	0	2	2	0	12		1		1		0		0		0	TW-39	0	0	1
26	109	Subotica-Bogojevo-State Border.	22	0	2	0	0	0	0	0	1	0	4	0	0	0	0	3		0		0		0		0	omni s3	1		0	0	0
7	110	Beograd Centar-Novi Beograd	6	2	0	0	0	0	0	1	2	5	0	1	0	1	0	1		0		1		0		0		0		0	0	1
8	111	BGD Centar-Rasputnica"G"-(Rakovica)	8	0	8	0	0	0	0	0	6	5	0	4	0	0	0	0		0		0		0		0		0		0	0	1
15	112	BGD Ranžirna "A"-Ostružnica-Batajnica	0	1	6	0	1	0	0	2	6	5	2	14	0	1	0	0		0		0		0		0		0		0	0	0
14	113	BGD Ranžirna."B"-Ostružnica	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0		0		0		0		0		0		0	0	0
13	114	BGD Ranžirna "A"-Rasp."B"-Rasp."K"-Resnik	3	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0		0		0		0		0		0		0	0	0
25	115	Ostružnica-Rasp."B"-(Rasp."K"-Resnik)	2	0	0	0	0	0	0	0	2	0	1	3	0	0	0	0		0		0		0		0		0		0	0	0
10	116	BGD Ranžirna "B"-Rasp."R"-Rasp."A"	6	0	90	10	0	0	4	4	4	3	0	2	0	2	1	0		0		1		0		0		0		0	0	0
11	117	(BGD Ranžirna "B")-Rasp."R"-Rakovica	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0		0		0		0		0		0		0	0	0
9	118	(BGD)-BGD Ranžirna "A"-Rasp."T"-Rakovica	3	0	168	33	0	0	0	0	0	0	0	0	0	3	0	0		0		0		0		0		0		0	0	0
12	119	BGD Ranžirna "B"-Rasputnica "T"-(Rakovica)	2	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0		0		0		0		0		0		0	0	0
16	120	(BGD Ranz."A"-Ras.B)-Ras.K-Ras.K1-Jajinci	3	0	80	10	0	0	0	5	4	0	0	0	0	2	1	0		0		0		0		0		0		0	0	0
29	121	Topčider-Rasp.Savski Most-(Novi BGD)	1	0	0	0	1	0	0	1	3	0	0	1	0	0	0	0		0		0		0		0		0		0	0	0
28	122	Topč.-Blok 1Obala-Blok 2 prel.-Ras.Pan.Most	2	0	0	0	2	2	0	0	1	0	3	0	0	2	0	0		0		0		0		0		0		0	0	0
27	123	(Topč)-Blok 1Obala-BGD Spoljna-Blok 2 prel	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0		0		0		0		0	0	0
31	124	(Vukov Sp.)-Ras.K.Park-Ras.Dedinje-(Rakov.)	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0		0		0		0		0	0	0
19	125	Inđija-Golubinci	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0		0		0		0		0		0		0	0	0
24	126	N.Sad-N.Sad Ranžirna-Sajlovo Rasp.	5	1	20	0	0	0	0	0	2	0	0	0	0	0	0	1		0		0		0		0		0		0	0	0
41	127	Obilazni kolosek Mala Krsna	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0		0		0		0		0		0		0	0	0
21	128	Lapovo Varoš-Lapovo Ranžirna-Lapovo	7	0	2	0	0	0	0	2	4	0	0	0	0	1	0	1		0		0		0		0		0		0	0	0
30	129	Trupale-Niš Ranžirna-Međurovo	2	0	85	0	0	0	0	4	2	0	0	0	5	2	0	0		0		1		0		0		0		0	0	4
17	130	Crveni Krst-Niš Ranžirna	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0		0		0		0		0		0		0	0	0
23	131	Niš-Rasputnica Most-(Niš Ranžirna)	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0		0		0		0		0	0	0
18	132	(Cr.Krst-Skr.2)-Skr.3-Skr.4-(Ćele Kula)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0		0		0		0		0	0	0
51	201	Subotica-Horgoš-State Border.	13	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2		0		0		0		0		0		0	0	0
43	202	Pančevo Glavna-Zrenjanin-Kikinda-State Border.	41	0	216	4	0	0	0	1	0	0	1	0	0	1	6	13	fb5	1		1		0		0		0	TW-39	1	0	0
32	203	Banatsko Miloševo-Senta-Subotica	5	0	6	0	0	0	0	0	1	0	0	0	0	0	0	0		0		0		0		0		0		0	0	0
44	204	Pančevo Varoš-Rasputnica "2a"-(Jabuka)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0		0		0		0		0	0	0
39	205	N.Sad-Sajlovo Rasputnica-Bogojevo	0	0	15	0	15	0	0	0	2	1	1	0	0	0	0	2		0		1		0		0		0		0	0	0
40	206	(N.Sad)-Sajl.Rasp.-R.Šanč.-Orl.staj.-(Tomaš)	6	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0		0		0		0		0	0	0
38	207	N.Sad Ranžirna-Sajlovo Rasputnica	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0		0		0		0		0	0	0
42	208	Orlovat-Rasputnica "1a"-(Lukićevo)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0		0		0		0		0	0	0
47	209	Ruma-Šabac-Rasp.Donja Borina-State Border.	15	1	45	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0		0		0		0		0	0	0
50	211	Stalać-Kraljevo-Požega	21	0	80	0	1	0	0	8	16	2	4	0	9	2	0	0		1		1		0		0		0		0	0	8
49	214	Smederevo-Mala Krsna	14	0	6	0	0	0	0	2	4	4	8	0	0	0	0	2		0		0		0		0		0		0	0	0
34	215	M.Krsna-Bor-Rasputnica "2"-(Vražogrnac)	26	0	125	6	20	4	0	10	3	0	16	0	0	2	1	12		1		0		0		0		0		0	0	0
35	216	Niš-Zaječar- Prahovo pristanište	12	0	200	2	16	0	0	1	2	1	0	0	0	0	0	0		1		0		0		0		0		0	0	0
64	218	(Niš)-Doljevac-Kastrat-Kosovo Polje	7	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0		0		0		0		0	0	0
62	219	Kuršumlija-Kastrat	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0		0		0		0		0	0	0
56	220	(Barlovo)-Rasputnica "1"-Kuršumlija	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0		0		0		0		0	0	0
76	301	Subotica-Subotica fabrika	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0		0		0		0		0	0	0
75	302	Subotica-Subotica bolnica	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0		0		0		0		0	0	0
65	303	Kanjiža-Horgoš	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0		0		0		0		0	0	0
36	304	Novi Sad-Novi Sad ložionica	4	0	30	0	0	0	0	0	1	0	0	0	0	0	0	1		0		0		0		0		0		0	0	0
37	305	Podbara-Rasput. "3"-Rasput. "2"-(Kać)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0		0		0		0		0	0	0

No	Railway line No	RAILWAY LINE	FINAL TERMINAL DEVICES															Sound signalling devices	EXCHANGE UNITS													
			Telephone						Traff.remote control desks		Trackside telephones					Telegraph			Telephone								Telegraph					
			LB telephone devices	CB telephone devices	Automatic telephone devices	Secretary sets	PPA telephones	PA telephones	At operational dispatching centers	At railway stations	At entry signals	At exit signals	At level crossings (PP)	At automatic block (APB)	Others	Teleprinters	Telefaxes		"Step by step" system		Cross-bar		EMD with electric motor dialler		ESK		Electronic		"Step by step" system		Dispatching exchanges	Station dispatching devices
			pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	type	pcs	type	pcs	type	pcs	type	pcs	type	pcs	type	pcs	pcs	pcs
1		2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
45	306	(Rim.Šančevi)-Rasput "1"-Rasput. "3"-(Podb.)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0		0		0		0		0	0	0
33	308	Vrbas-Šombor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0		0		0		0		0	0	0
69	309	Petrovaradin-Beočin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0		0		0		0		0	0	0
74	310	Sonta-Apatin fabrika-Strilić-(Sombor)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0		0		0		0		0	0	0
54	311	Bač-Karavukovo	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0		0		0		0		0	0	0
55	312	Bačka Palanka-Gajdobra	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0		0		0		0		0	0	0
46	313	(Ruma)-Rasp.Donja Borina-Zvornik Grad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0		0		0		0		0	0	0
52	314	Šid-Sremska Rača Nova-State Border.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0		0		0		0		0	0	0
60	315	Kikinda-Banatsko Arandelovo	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0		0		0		0		0	0	0
71	316	Sečanj-Jaša Tomić	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0		0		0		0		0	0	0
81	317	(Zrenjanin)-Zrenjanin fabr.Vršac-Bela Crkva	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0		0		0		0		0	0	0
67	318	Pančevo Varoš-Pančevo Vojlovica	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0		0		0		0		0	0	0
78	319	(Uljma)-RaspA-RaspB-(Jasenovo)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0		0		0		0		0	0	0
48	320	Senta-Odvojna skr. 22 Senta	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0		0		0		0		0	0	0
70	321	(Požarevac)-Rasput.Sopot Pož.-Kostolac	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0		0		0		0		0	0	0
63	322	Markovac-Resavica	9	0	4	0	3	0	0	0	0	0	0	0	0	0	0	0		0		0		0		0		0		0	0	0
66	323	Ovča-Padinska Skela	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0		0		0		0		0	0	0
53	403	Alibunar-Seleuš	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0		0		0		0		0	0	0
80	404	Vladimirovac-Kovin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0		0		0		0		0	0	0
59	405	Čoka-Novi Kneževac	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0		0		0		0		0	0	0
61	406	Kikinda-MKS (ind.kolosek)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0		0		0		0		0	0	0
58	407	Bogojevo-Dunavska obala	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0		0		0		0		0	0	0
72	408	Sombor-Bački Breg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0		0		0		0		0	0	0
73	409	Sombor-Rađica	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0		0		0		0		0	0	0
79	410	(Višnjićevo)-Rasput.Rača-Sremska Rača	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0		0		0		0		0	0	0
68	411	Paraćin-Stari Popovac	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0		0		0		0		0	0	0
77	412	Surčin-Jakovo-Bečmen-(Boljevci)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0		0		0		0		0	0	0
57	413	(Bgd spoljna)-km 2+290-Fabrika šećera	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0		0		0		0		0	0	0
Total:			**880**	**262**	**4598**	**182**	**96**	**8**	**24**	**201**	**415**	**351**	**284**	**397**	**126**	**88**	**11**	**156**		**17**		**12**		**2**		**17**		**5**		**7**	**10**	**181**

No	Railway line No	RAILWAY LINE	OTHER TELECOMMUNICATION DEVICES																							
			Devices for recording of transmitted statements				Devices displaying accurate time					PA devices				Interphones				Power supply devices				Passenger visual information displays			
			8 channels	12 channels	16 channels	24 channels	Number of stations	Clock exchange units	Master clocks	Impulse regenerators	Auxiliary clocks	Number of statons	Amplifiers	Speakers	Microphone console	Number of stations	Interphone exchange units	For indoor installation	For outdoor installation	Acummulator batteries	Rctifiers	Converters	Motor electric generator units	Number of stations	Control desks	Information displays	Information kiosks
			pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs
1		2	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57
5	101	BGD-Šid-State Border	1	1	0	0	3	2	1	13	5	13	22	3	35	0	0	0	0	16	16	0	0	10	0	0	0
3	102	BGD-Mladenovac-Niš-Preševo-State Border.	6	2	0	1	6	2	21	78	323	20	50	325	20	6	4	38	17	72	71	0	1	1	1	4	0
4	103	(BGD)-Rakovica-Jajinci-M.Krsna-V.Plana	1	0	0	0	20	0	20	20	18	1	1	6	1	0	0	0	0	25	25	0	0	0	0	0	0
2	104	(BGD)-S.Pazova-Indija-Subotica-State Border.	1	1	1	1	7	0	3	12	133	3	11	124	10	1	0	1	0	110	111	0	3	1	0	0	0
22	105	Niš-Dimitrovgrad-State Border.	1	0	0	0	0	0	2	3	20	1	1	3	1	0	0	0	0	7	13	0	0	0	0	0	0
6	106	BGD Centar-Pančevo-Vršac-State Border.	2	0	1	0	5	3	3	5	92	2	52	1131	3	1	1	56	0	3	2	0	0	2	3	93	0
1	107	(BGD)-Resnik-Podgorica-Bar	1	0	1	0	34	0	34	34	212	7	7	72	6	1	1	3	1	62x12V 222x2V 16x6V	47	0	0	0	0	0	0
20	108	Lapovo-Kraljevo-Đ.Janković-State Border.	1	0	0	0	3	0	3	0	18	3	3	24	0	0	0	0	0	28	26	1	0	0	0	0	0
26	109	Subotica-Bogojevo-State Border.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0
7	110	Beograd Centar-Novi Beograd	0	0	0	0	0	0	1	1	2	5	7	27	6	0	0	0	0	4	8	0	0	0	0	0	0
8	111	BGD Centar-Rasputnica"G"-(Rakovica)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	112	BGD Ranžirna "A"-Ostružnica-Batajnica	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0
14	113	BGD Ranžirna."B"-Ostružnica	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	114	BGD Ranžirna "A"-Rasp."B"-Rasp."K"-Resnik	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
25	115	Ostružnica-Rasp."B"-(Rasp."K"-Resnik)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	116	BGD Ranžirna "B"-Rasp."R"-Rasp."A"	0	0	0	2	0	0	1	0	20	0	5	20	1	0	0	0	0	1	3	0	0	0	0	0	0
11	117	(BGD Ranžirna "B")-Rasp."R"-Rakovica	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	118	(BGD)-BGD Ranžirna "A"-Rasp."T"-Rakovica	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	119	BGD Ranžirna "B"-Rasputnica "T"-(Rakovica)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	120	(BGD Ranz."A"-Ras.B)-Ras.K-Ras.K.1-Jajinci	0	0	0	0	3	0	3	0	10	0	4	31	2	0	0	0	0	1	2	0	0	0	0	0	0
29	121	Topčider-Rasp.Savski Most-(Novi BGD)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0
28	122	Topč.-Blok 1Obala-Blok 2 prel.-Ras.Pan.Most	0	0	0	0	0	0	0	0	3	0	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0
27	123	(Topč)-Blok 1Obala-BGD Spoljna-Blok 2 prel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
31	124	(Vukov Sp.)-Ras.K.Park-Ras.Dedinje-(Rakov.)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	125	Indija-Golubinci	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	126	N.Sad-N.Sad Ranžirna-Sajlovo Rasp.	0	0	0	0	0	0	0	1	10	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
41	127	Obilazni kolosek Mala Krsna	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	128	Lapovo Varoš-Lapovo Ranžirna-Lapovo	0	0	0	0	0	0	2	2	3	1	1	2	1	0	0	0	0	3	3	0	0	0	0	0	0
30	129	Trupale-Niš Ranžirna-Međurovo	0	0	0	0	0	0	1	0	26	1	6	35	1	0	0	0	0	2	3	0	0	0	0	0	0
17	130	Crveni Krst-Niš Ranžirna	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	131	Niš-Rasputnica Most-(Niš Ranžirna)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	132	(Cr.Krst-Skr.2)-Skr.3-Skr.4-(Čele Kula)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
51	201	Subotica-Horgoš-State Border.	0	0	0	0	0	0	1	0	3	0	1	3	1	0	0	0	0	2	2	0	0	0	0	0	0
43	202	Pančevo Glavna-Zrenjanin-Kikinda-State Border.	1	0	0	0	0	0	0	0	0	2	2	7	2	0	0	0	0	2	6	0	0	0	0	0	0
32	203	Banatsko Miloševo-Senta-Subotica	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44	204	Pančevo Varoš-Rasputnica "2a"-(Jabuka)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
39	205	N.Sad-Sajlovo Rasputnica-Bogojevo	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
40	206	(N.Sad)-Sajl.Rasp.-R.Šanč.-Orl.staj.-(Tomaš)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38	207	N.Sad Ranžirna-Sajlovo Rasputnica	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
42	208	Orlovat-Rasputnica "1a"-(Lukićevo)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
47	209	Ruma-Šabac-Rasp.Donja Borina-State Border.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
50	211	Stalać-Kraljevo-Požega	0	0	0	0	2	0	2	1	14	3	2	20	1	0	0	0	0	17	20	0	0	0	0	0	0
49	214	Smederevo-Mala Krsna	0	0	0	0	2	0	0	1	2	1	1	6	1	0	0	0	0	1	1	0	0	0	0	0	0
34	215	M.Krsna-Bor-Rasputnica "2"-(Vražogrnac)	0	0	0	0	8	0	2	7	10	3	4	22	3	0	0	0	0	18	10	0	0	0	0	0	0
35	216	Niš-Zaječar- Prahovo pristanište	0	0	0	0	1	0	1	0	0	1	2	20	1	0	0	0	0	5	1	0	0	0	0	0	0
64	218	(Niš)-Doljevac-Kastrat-Kosovo Polje	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62	219	Kuršumlija-Kastrat	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
56	220	(Barlovo)-Rasputnica "1"-Kuršumlija	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
76	301	Subotica-Subotica fabrika	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
75	302	Subotica-Subotica bolnica	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
65	303	Kanjiža-Horgoš	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
36	304	Novi Sad-Novi Sad ložionica	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
37	305	Podbara-Rasput. "3"-Rasput. "2"-(Kač)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45	306	(Rim.Šančevi)-Rasput "1"-Rasput. "3"-(Podb.)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
33	308	Vrbas-Sombor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
69	309	Petrovaradin-Beočin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
74	310	Sonta-Apatin fabrika-Strilić-(Sombor)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
54	311	Bač-Karavukovo	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
55	312	Bačka Palanka-Gajdobra	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

No	Railway line No	RAILWAY LINE	OTHER TELECOMMUNICATION DEVICES																									
			Devices for recording of transmitted statements				Devices displaying accurate time					PA devices				Interphones				Power supply devices				Passenger visual information displays			
			8 channels	12 channels	16 channels	24 channels	Number of stations	Clock exchange units	Master clocks	Impulse regenerators	Auxiliary clocks	Number of stations	Amplifiers	Speakers	Microphone console	Number of stations	Interphone exchange units	For indoor installation	For outdoor installation	Acummulator batteries	Rectifiers	Converters	Motor electric generator units	Number of stations	Control desks	Information displays	Information kiosks
			pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs
1		2	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57
46	313	(Ruma)-Rasp.Donja Borina-Zvornik Grad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
52	314	Šid-Sremska Rača Nova-State Border.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
60	315	Kikinda-Banatsko Arandelovo	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
71	316	Sečanj-Jaša Tomić	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
81	317	(Zrenjanin)-Zrenjanin fabr.Vršac-Bela Crkva	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
67	318	Pančevo Varoš-Pančevo Vojlovica	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
78	319	(Uljma)-RaspA-RaspB-(Jasenovo)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
48	320	Senta-Odvojna skr. 22 Senta	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
70	321	(Požarevac)-Rasput.Sopot Pož.-Kostolac	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
63	322	Markovac-Resavica	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
66	323	Ovča-Padinska Skela	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
53	403	Alibunar-Seleuš	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
80	404	Vladimirovac-Kovin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
59	405	Čoka-Novi Kneževac	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
61	406	Kikinda-MKS (ind.kolosek)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
58	407	Bogojevo-Dunavska obala	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
72	408	Sombor-Bački Breg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
73	409	Sombor-Riđica	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
79	410	(Višnjićevo)-Rasput.Rača-Sremska Rača	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
68	411	Paraćin-Stari Popovac	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
77	412	Surčin-Jakovo-Bečmen-(Boljevci)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
57	413	(Bgd spoljna)-km 2+290-Fabrika šećera	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total:			**16**	**5**	**5**	**4**	**94**	**7**	**101**	**178**	**941**	**67**	**183**	**1886**	**97**	**9**	**6**	**98**	**18**	**328**	**379**	**1**	**4**	**14**	**4**	**97**	**0**

No	Railway line No	RAILWAY LINE	CABLE SYSTEMS							MULTI-CHANNEL DEVICES																			
			Overhead lines			Cable lines				Analogue telephone											Digital telephone								
			Two-wire overhead lines SiBr	Two wire overhead lines -iron	Overhead cables	STKA	STA	Fiber optic	Local	up to 3 channels		Up to 12 channels		Over 12 channels		Above ground amplifiers	In-ground amplifiers	Telegraph		2 Mbit/s		8 Mbit/s		155 Mbit/s		Above ground amplifiers	In-ground amplifiers		
			km	km	km	km	km	km	km	type	pcs	type	pcs	type	pcs	pcs	pcs	type	pcs	type	pcs	type	pcs	type	pcs	pcs	pcs		
1		2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27		
5	101	BGD-Šid-State Border	0	0	0	135,061	0	0	0		0	Z 12	0	V300	0	0	0	iskra	0		0		0		0	0	0		
3	102	BGD-Mladenovac-Niš-Preševo-State Border.	0	0	0	384,168	162,917	0	111,88	z 3	0	Z12	16	V300	4	28	16	iskra	15	siemens	0		0	KeymileUMUX STM-1	0	0	0		
4	103	(BGD)-Rakovica-Jajinci-M.Krsna-V.Plana	0	0	0	0	105,043	0	0		0	Z 12	3		0	5	0	iskra	3		0		0		0	0	0		
2	104	(BGD)-S.Pazova-Inđija-Subotica-State Border.	0	0	0	135,857	15,878	0	71,00		0	FPD12 Z12	4		0	11	0	AUSO UTB ISKRA	4		0		0		0	0	0		
22	105	Niš-Dimitrovgrad-State Border.	0	0	74,00	12,479	0	0	3,67		0	VZ12k	0		0	0	0		0		0		0		0	0	0		
6	106	BGD Centar-Pančevo-Vršac-State Border.	2,00	0	13,00	0	26,000	0	10,000	Z3F	0	Ausso	0		0	0	0	iskra	0	siemens	0		0	KeymileUMUX STM-1	0	0	0		
1	107	(BGD)-Resnik-Podgorica-Bar	0	0	0	370,388	0	0	63,144	EI	1	Z 12	2	V300	4	4	28	siemens-WT100 EI	6		0		0		0	0	0		
20	108	Lapovo-Kraljevo-Đ.Janković-State Border.	0	0	90,34	0	5,350	0	5,347	z3f	1	Z 12	1		0	0	0		0		0		0		0	0	0		
26	109	Subotica-Bogojevo-State Border.	0	0	20,00	0	0	0	7,561		0		0		0	0	0		0		0		0		0	0	0		
7	110	Beograd Centar-Novi Beograd	0	0	0	0	3,648	0	0		0		0		0	0	0	iskra	0		0		0		0	0	0		
8	111	BGD Centar-Rasputnica"G"-(Rakovica)	0	0	0	0	0	0	0		0		0		0	0	0	iskra	0		0		0		0	0	0		
15	112	BGD Ranžirna "A"-Ostružnica-Batajnica	0	0	0	0	0	0	0		0		0		0	0	0		0		0		0		0	0	0		
14	113	BGD Ranžirna."B"-Ostružnica	0	0	0	0	11,755	0	0		0		0		0	0	0		0		0		0		0	0	0		
13	114	BGD Ranžirna "A"-Rasp."B"-Rasp."K"-Resnik	0	0	0	0	34,460	0	0		0		0		0	0	0	iskra	0		0		0		0	0	0		
25	115	Ostružnica-Rasp."B"-(Rasp."K"-Resnik)	0	0	0	0	0	0	0		0		0		0	0	0		0		0		0		0	0	0		
10	116	BGD Ranžirna "B"-Rasp."R"-Rasp."A"	0	0	0	0	10,250	0	0		0		0		0	0	0		0		0		0		0	0	0		
11	117	(BGD Ranžirna "B")-Rasp."R"-Rakovica	0	0	0	0	0	0	0		0		0		0	0	0		0		0		0		0	0	0		
9	118	(BGD)-BGD Ranžirna "A"-Rasp."T"-Rakovica	0	0	0	0	0	0	22,559		0		2		0	0	0		1		0		0		0	0	0		
12	119	BGD Ranžirna "B"-Rasputnica "T"-(Rakovica)	0	0	0	0	0	0	0		0		0		0	0	0		0		0		0		0	0	0		
16	120	(BGD Ranz."A"-Ras.B)-Ras.K-Ras.K1-Jajinci	0	0	0	0	2,130	0	0		0		0		0	0	0		0		0		0		0	0	0		
29	121	Topčider-Rasp.Savski Most-(Novi BGD)	0	0	0	0	0	0	0		0		0		0	0	0		0		0		0		0	0	0		
28	122	Topč.-Blok 1Obala-Blok 2 prel.-Ras.Pan.Most	0	0	0	0	0	0	0		0		0		0	0	0		0		0		0		0	0	0		
27	123	(Topč)-Blok 1Obala-BGD Spoljna-Blok 2 prel	0	0	0	0	0	0	0		0		0		0	0	0		0		0		0		0	0	0		
31	124	(Vukov Sp.)-Ras.K.Park-Ras.Dedinje-(Rakov.)	0	0	0	0	0	0	0		0		0		0	0	0		0		0		0		0	0	0		
19	125	Inđija-Golubinci	0	0	0	0	9,536	0	0		0		0		0	0	0		0		0		0		0	0	0		
24	126	N.Sad-N.Sad Ranžirna-Sajlovo Rasp.	0	0	0	2,000	0	0	2,700		0		0		0	0	0		0		0		0		0	0	0		
41	127	Obilazni kolosek Mala Krsna	0	0	0	0	0	0	0		0		0		0	0	0		0		0		0		0	0	0		
21	128	Lapovo Varoš-Lapovo Ranžirna-Lapovo	0	0	0	0	0	0	0		0		0		0	0	0		0		0		0		0	0	0		
30	129	Trupale-Niš Ranžirna-Međurovo	0	0	0	0	0	0	0		0		0		0	0	0	iskra	1		0		0		0	0	0		
17	130	Crveni Krst-Niš Ranžirna	0	0	0	0	0	0	0		0		0		0	0	0		0		0		0		0	0	0		
23	131	Niš-Rasputnica Most-(Niš Ranžirna)	0	0	0	0	17,257	0	31,500		0		0		0	0	0		0		0		0		0	0	0		
18	132	(Cr.Krst-Skr.2)-Skr.3-Skr.4-(Čele Kula)	0	0	0	0	0	0	0		0		0		0	0	0		0		0		0		0	0	0		
51	201	Subotica-Horgoš-State Border.	0	0	10	0	0	0	0		0		0		0	0	0		0		0		0		0	0	0		
43	202	Pančevo Glavna-Zrenjanin-Kikinda-State Border.	0	2,65	41,2	1,5	0	0	4,451		0		0		0	0	0		0		0		0		0	0	0		
32	203	Banatsko Miloševo-Senta-Subotica	0	0	0	0	0	0	1,660	Kt3-1	0		0		0	0	0		0		0		0		0	0	0		
44	204	Pančevo Varoš-Rasputnica "2a"-(Jabuka)	0	0	0	0	0	0	0		0		0		0	0	0		0		0		0		0	0	0		
39	205	N.Sad-Sajlovo Rasputnica-Bogojevo	0	29	0	0	0	0	14,5		0		0		0	0	0		0		0		0		0	0	0		
40	206	(N.Sad)-Sajl.Rasp.-R.Šanč.-Orl.staj.-(Tomaš)	0	0	0	0	0	0	0		0		0		0	0	0		0		0		0		0	0	0		
38	207	N.Sad Ranžirna-Sajlovo Rasputnica	0	0	0	0	0	0	0		0		0		0	0	0		0		0		0		0	0	0		
42	208	Orlovat-Rasputnica "1a"-(Lukićevo)	0	0	0	0	0	0	0		0		0		0	0	0		0		0		0		0	0	0		
47	209	Ruma-Šabac-Rasp.Donja Borina-State Border.	0	0	0	0	0	0	0	Z3F	0		0		0	0	0		0		0		0		0	0	0		
50	211	Stalać-Kraljevo-Požega	0	0	14,6	0	70,40	72,95	27,093	Z3F	2	Z12	0		0	2	0		0		0		0		0	0	0		
49	214	Smederevo-Mala Krsna	0	0	0	0	26,4	0	0		0		0		0	0	0		0		0		0		0	0	0		
34	215	M.Krsna-Bor-Rasputnica "2"-(Vražogrnac)	0	0	0	0	0	0	0		0		0		0	0	0	iskra	1		0		0		0	0	0		
35	216	Niš-Zaječar- Prahovo pristanište	0	0	0	0	0	0	47,000	Z3F	0		0		0	0	0	iskra	0		0		0		0	0	0		
64	218	(Niš)-Doljevac-Kastrat-Kosovo Polje	0	0	0	0	0	0	0		0		0		0	0	0		0		0		0		0	0	0		
62	219	Kuršumlija-Kastrat	0	0	0	0	0	0	0		0		0		0	0	0		0		0		0		0	0	0		
56	220	(Barlovo)-Rasputnica "1"-Kuršumlija	0	0	0	0	0	0	0		0		0		0	0	0		0		0		0		0	0	0		
76	301	Subotica-Subotica fabrika	0	0	0	0	0	0	0		0		0		0	0	0		0		0		0		0	0	0		
75	302	Subotica-Subotica bolnica	0	0	0	0	0	0	0		0		0		0	0	0		0		0		0		0	0	0		
65	303	Kanjiža-Horgoš	0	0	0	0	0	0	0		0		0		0	0	0		0		0		0		0	0	0		
36	304	Novi Sad-Novi Sad ložionica	0	0	0	0	0	0	0		0		0		0	0	0		0		0		0		0	0	0		

No	Railway line No	RAILWAY LINE	CABLE SYSTEMS							MULTI-CHANNEL DEVICES																
			Overhead lines			Cable lines				Analogue telephone								Telegraph		Digital telephone						
			Two-wire overhead lines SiBr	Two wire overhead lines -iron	Overhead cables	STKA	STA	Fiber optic	Local	up to 3 channels		Up to 12 channels		Over 12 channels		Above ground amplifiers	In-ground amplifiers			2 Mbit/s		8 Mbit/s		155 Mbit/s		Above ground amplifiers	In-ground amplifiers
			km	km	km	km	km	km	km	type	pcs	type	pcs	type	pcs	pcs	pcs	type	pcs	type	pcs	type	pcs	type	pcs	pcs	pcs
1	2		3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
37	305	Podbara-Rasput. "3"-Rasput. "2"-(Kać)	0	0	0	0	0	0	0		0		0		0	0	0		0		0		0		0	0	0
45	306	(Rim.Šančevi)-Rasput "1"-Rasput. "3"-(Podb.)	0	0	0	0	0	0	0		0		0		0	0	0		0		0		0		0	0	0
33	308	Vrbas-Sombor	0	0	0	0	0	0	0		0		0		0	0	0		0		0		0		0	0	0
69	309	Petrovaradin-Beočin	0	0	0	0	0	0	0		0		0		0	0	0		0		0		0		0	0	0
74	310	Sonta-Apatin fabrika-Strilić-(Sombor)	0	0	0	0	0	0	0		0		0		0	0	0		0		0		0		0	0	0
54	311	Bač-Karavukovo	0	0	0	0	0	0	0		0		0		0	0	0		0		0		0		0	0	0
55	312	Bačka Palanka-Gajdobra	0	0	0	0	0	0	0		0		0		0	0	0		0		0		0		0	0	0
46	313	(Ruma)-Rasp.Donja Borina-Zvornik Grad	0	0	0	0	0	0	0		0		0		0	0	0		0		0		0		0	0	0
52	314	Šid-Sremska Rača Nova-State Border.	0	0	0	0	0	0	0		0		0		0	0	0		0		0		0		0	0	0
60	315	Kikinda-Banatsko Arandelovo	0	0	0	0	0	0	0		0		0		0	0	0		0		0		0		0	0	0
71	316	Sečanj-Jaša Tomić	0	0	0	0	0	0	0		0		0		0	0	0		0		0		0		0	0	0
81	317	(Zrenjanin)-Zrenjanin fabr.Vršac-Bela Crkva	0	0	0	0	0	0	0		0		0		0	0	0		0		0		0		0	0	0
67	318	Pančevo Varoš-Pančevo Vojlovica	0	0	0	0	6	0	3		0		0		0	0	0		0		0		0		0	0	0
78	319	(Uljma)-RaspA-RaspB-(Jasenovo)	0	0	0	0	0	0	0		0		0		0	0	0		0		0		0		0	0	0
48	320	Senta-Odvojna skr. 22 Senta	0	0	0	0	0	0	0		0		0		0	0	0		0		0		0		0	0	0
70	321	(Požarevac)-Rasput.Sopot Pož.-Kostolac	0	0	0	0	0	0	0		0		0		0	0	0		0		0		0		0	0	0
63	322	Markovac-Resavica	0	0	0	0	0	0	0		0		0		0	0	0		0		0		0		0	0	0
66	323	Ovča-Padinska Skela	0	0	0	0	0	0	0		0		0		0	0	0		0		0		0		0	0	0
53	403	Alibunar-Seleuš	0	0	0	0	0	0	0		0		0		0	0	0		0		0		0		0	0	0
80	404	Vladimirovac-Kovin	0	0	0	0	0	0	0		0		0		0	0	0		0		0		0		0	0	0
59	405	Čoka-Novi Kneževac	0	0	0	0	0	0	0		0		0		0	0	0		0		0		0		0	0	0
61	406	Kikinda-MKS (ind.kolosek)	0	0	0	0	0	0	0		0		0		0	0	0		0		0		0		0	0	0
58	407	Bogojevo-Dunavska obala	0	0	0	0	0	0	0		0		0		0	0	0		0		0		0		0	0	0
72	408	Sombor-Bački Breg	0	0	0	0	0	0	0		0		0		0	0	0		0		0		0		0	0	0
73	409	Sombor-Ridica	0	0	0	0	0	0	0		0		0		0	0	0		0		0		0		0	0	0
79	410	(Višnjićevo)-Rasput.Rača-Sremska Rača	0	0	0	0	0	0	0		0		0		0	0	0		0		0		0		0	0	0
68	411	Paraćin-Stari Popovac	0	0	0	0	0	0	0		0		0		0	0	0		0		0		0		0	0	0
77	412	Surčin-Jakovo-Bečmen-(Boljevci)	0	0	0	0	0	0	0		0		0		0	0	0		0		0		0		0	0	0
57	413	(Bgd spoljna)-km 2+290-Fabrika šećera	0	0	0	0	0	0	0		0		0		0	0	0		0		0		0		0	0	0
Total			**2,000**	**31,650**	**263,142**	**1041,453**	**507,024**	**72,950**	**427,07**		**4**		**28**		**8**	**50**	**44**		**31**		**0**		**0**		**0**	**0**	**0**

No	Railway line No	RAILWAY LINE	RADIO DEVICE														
			Locomotive dispatching radio devices				Traffic running networks (2m)						Station radio networks (0,7m)				
			Exchange units (with railway line splitter)	Length of covered railway line	Trackside stations	Locomotive stations	Number of networks	Radio link	Repeaters	Fixed stations	Mobile stations	Movable stations	Number of networks	Repeaters	Fixed stations	Mobile stations	Movable stations
			pcs	km	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs	pcs
1		2	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42
5	101	BGD-Šid-State Border	1	100	8	0	0	0	0	0	0	0	8	0	8	0	21
3	102	BGD-Mladenovac-Niš-Preševo-State Border.	3	377	42	8	0	0	0	0	0	0	17	3	19	3	53
4	103	(BGD)-Rakovica-Jajinci-M.Krsna-V.Plana	1	100	12	0	0	0	0	0	0	0	1	0	1	0	3
2	104	(BGD)-S.Pazova-Indija-Subotica-State Border.	1	155	10	4	0	0	0	0	0	5	7	1	16	0	74
22	105	Niš-Dimitrovgrad-State Border.	0	0	0	0	0	0	0	0	0	0	3	0	3	0	12
6	106	BGD Centar-Pančevo-Vršac-State Border.	0	20	4	0	1	0	1	13	0	4	4	0	4	0	11
1	107	(BGD)-Resnik-Podgorica-Bar	1	176	35	0	0	0	0	0	0	0	14	1	13	4	35
20	108	Lapovo-Kraljevo-Đ.Janković-State Border.	0	0	0	0	1	0	1	16	4	0	0	0	0	0	0
26	109	Subotica-Bogojevo-State Border.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	110	Beograd Centar-Novi Beograd	1	10	0	164	0	0	0	0	0	0	0	0	0	10	0
8	111	BGD Centar-Rasputnica"G"-(Rakovica)	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0
15	112	BGD Ranžirna "A"-Ostružnica-Batajnica	0	20	2	0	0	0	0	0	0	0	0	0	0	0	0
14	113	BGD Ranžirna."B"-Ostružnica	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	114	BGD Ranžirna "A"-Rasp."B"-Rasp."K"-Resnik	1	20	3	0	0	0	0	0	0	0	0	0	0	0	0
25	115	Ostružnica-Rasp."B"-(Rasp."K"-Resnik)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	116	BGD Ranžirna "B"-Rasp."R"-Rasp."A"	0	8	4	0	0	0	0	0	0	0	6	1	3	0	19
11	117	(BGD Ranžirna "B")-Rasp."R"-Rakovica	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	118	(BGD)-BGD Ranžirna "A"-Rasp."T"-Rakovica	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	119	BGD Ranžirna "B"-Rasputnica "T"-(Rakovica)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	120	(BGD Ranz."A"-Ras.B)-Ras.K-Ras.K1-Jajinci	0	0	0	0	0	0	0	0	0	0	3	0	5	1	12
29	121	Topčider-Rasp.Savski Most-(Novi BGD)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28	122	Topč.-Blok 1Obala-Blok 2 prel.-Ras.Pan.Most	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
27	123	(Topč)-Blok 1Obala-BGD Spoljna-Blok 2 prel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
31	124	(Vukov Sp.)-Ras.K.Park-Ras.Dedinje-(Rakov.)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	125	Inđija-Golubinci	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	126	N.Sad-N.Sad Ranžirna-Sajlovo Rasp.	0	0	0	0	0	0	0	0	0	0	4	0	4	0	11
41	127	Obilazni kolosek Mala Krsna	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	128	Lapovo Varoš-Lapovo Ranžirna-Lapovo	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30	129	Trupale-Niš Ranžirna-Međurovo	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	130	Crveni Krst-Niš Ranžirna	0	0	0	0	0	0	0	0	0	0	5	0	8	2	19
23	131	Niš-Rasputnica Most-(Niš Ranžirna)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	132	(Cr.Krst-Skr.2)-Skr.3-Skr.4-(Čele Kula)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
51	201	Subotica-Horgoš-State Border.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
43	202	Pančevo Glavna-Zrenjanin-Kikinda-State Border.	0	0	0	0	1	0	2	11	0	2	0	0	0	0	0
32	203	Banatsko Miloševo-Senta-Subotica	0	0	0	0	1	0	2	8	0	6	0	0	0	0	0
44	204	Pančevo Varoš-Rasputnica "2a"-(Jabuka)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
39	205	N.Sad-Sajlovo Rasputnica-Bogojevo	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2
40	206	(N.Sad)-Sajl.Rasp.-R.Šanč.-Orl.staj.-(Tomaš)	0	0	0	0	1	0	2	18	0	4	0	0	0	0	0
38	207	N.Sad Ranžirna-Sajlovo Rasputnica	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
42	208	Orlovat-Rasputnica "1a"-(Lukićevo)	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
47	209	Ruma-Šabac-Rasp.Donja Borina-State Border.	0	0	0	0	1	0	1	8	0	2	2	0	2	0	5
50	211	Stalać-Kraljevo-Požega	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
49	214	Smederevo-Mala Krsna	0	0	0	0	0	0	0	0	0	0	4	0	4	0	12
34	215	M.Krsna-Bor-Rasputnica "2"-(Vražogrnac)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
35	216	Niš-Zaječar- Prahovo pristanište	0	0	0	0	1	2	2	14	0	4	3	0	2	0	5
64	218	(Niš)-Doljevac-Kastrat-Kosovo Polje	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62	219	Kuršumlija-Kastrat	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
56	220	(Barlovo)-Rasputnica "1"-Kuršumlija	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
76	301	Subotica-Subotica fabrika	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
75	302	Subotica-Subotica bolnica	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
65	303	Kanjiža-Horgoš	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
36	304	Novi Sad-Novi Sad ložionica	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
37	305	Podbara-Rasput. "3"-Rasput. "2"-(Kać)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45	306	(Rim.Šančevi)-Rasput "1"-Rasput. "3"-(Podb.)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
33	308	Vrbas-Sombor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
69	309	Petrovaradin-Beočin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
74	310	Sonta-Apatin fabrika-Strilić-(Sombor)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
54	311	Bač-Karavukovo	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
55	312	Bačka Palanka-Gajdobra	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
46	313	(Ruma)-Rasp.Donja Borina-Zvornik Grad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
52	314	Šid-Sremska Rača Nova-State Border.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
60	315	Kikinda-Banatsko Aranđelovo	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
71	316	Sečanj-Jaša Tomić	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
81	317	(Zrenjanin)-Zrenjanin fabr.Vršac-Bela Crkva	0	0	0	0	0	0	0	0	0	0	1	0	2	0	4
67	318	Pančevo Varoš-Pančevo Vojlovica	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
78	319	(Uljma)-RaspA-RaspB-(Jasenovo)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
48	320	Senta-Odvojna skr. 22 Senta	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
70	321	(Požarevac)-Rasput.Sopot Pož.-Kostolac	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
63	322	Markovac-Resavica	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
66	323	Ovča-Padinska Skela	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
53	403	Alibunar-Seleuš	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
80	404	Vladimirovac-Kovin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
59	405	Čoka-Novi Kneževac	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
61	406	Kikinda-MKS (ind.kolosek)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
58	407	Bogojevo-Dunavska obala	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
72	408	Sombor-Bački Breg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
73	409	Sombor-Riđica	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
79	410	(Višnjićevo)-Rasput.Rača-Sremska Rača	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
68	411	Paraćin-Stari Popovac	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
77	412	Surčin-Jakovo-Bečmen-(Boljevci)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
57	413	(Bgd spoljna)-km 2+290-Fabrika šećera	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total:			**9**	**996**	**122**	**176**	**8**	**2**	**11**	**89**	**4**	**27**	**83**	**6**	**95**	**20**	**298**

Appendix 3.8. List of service points where it is possible to perform the transshipment of dangerous goods

The user or the authorized person is liable for safe transshipment and provision of required permits for transshipment issued by the competent authorities (ministry, local self-government, etc.) in case such permits are prescribed by law or by-laws. The Infrastructure Manager is not obliged to control permits and approvals issued by the competent authorities. In case of an accident during transshipment, the user or authorized person undertakes all necessary measures for making handling point functional.

Transshipment of the respective dangerous goods may be carried out on the handling point (handling area, ramp), i.e. the facility placed beside the track referred to in column 3, Table 1 of this Appendix. Transshipment shall be performed in compliance with the applicable regulations of the Republic of Serbia in the field of transport of dangerous goods, health and safety at work, environmental protection, waste treatment, fire protection, etc., complying with the essential safety measures which shall be provided as follows:

Keeping, disposal and storage of dangerous goods in the area of service point, including handling point is prohibited.

The handling point where transshipment is carried out must be enclosed or in any other way separated from passenger transport or from the handling point (loading, unloading, transshipment) with the goods not classified as dangerous (not RID). If a handling point is not enclosed, the client must mount movable fence which shall be removed upon handling (made of plastic orange material used in construction).

The handling point where transshipment is carried out shall have „RID – warning plate on the handling point“. In case an IŽS' service point, within which there is the place of handling with dangerous goods, does not have „RID – warning plate on the handling point“, the user of the handling point (consignee, consignor or authorized person) is obliged to provide the said plate at their own expense during the entire period of handling. The plate shall be made of sheet, with red colour base, on which the text with white letter is inscribed. The text shall read: RID WARNING – HANDLING WITH DANGEROUS GOODS. Minimum plate size is 600x500 mm. The plate shall look like as indicated:

Transshipment of the dangerous goods is carried out during the visible part of day, but it may be performed at night, with electrical lighting whereby the electrical devices that cannot cause fire or explosion may be used. In case an IŽS service point, within which there is the point of handling with dangerous goods does not have capacity for electrical lighting, the user of the handling point shall be obliged to provide necessary lighting at their own expense during the entire period of handling.

In case that said track is under OCL, during transshipment the voltage must be turned off and the track shall be secured in a duly manner.

Road vehicle engine shall be turned off during transshipment.

The disposal of the flammable and material which may cause or intensify fire is prohibited. Furthermore, it is forbidden to dirty the handling area with oil or oil derivatives (out of road freight vehicle).

Fire lighting or work with any open flame, use of tools which sparks and the devices with burner as well as smoking are forbidden during transshipment.

The user of the handling point (consignee, consignor or the authorized person) is obliged to perform cleaning and remove waste, which has been generated during the process of handling with dangerous goods, to the dumpsite, upon the completion of handling activities, in accordance with the Law on Waste Management, Law on Environmental Protection and other legislation and by-laws in the field of environmental protection. In case the user of authorized person does not clean the area after transshipment and does not take waste to the respective dumpsite outside the station, the railway undertaking shall perform cleaning.

The user of the handling point is obliged that, in the process of handling with dangerous goods, comply with the Law on Transport of Dangerous Goods and Law on Protection at Work (to take care on safety and health at work of their employees on the handling point), and particularly to get them acquainted, in a proven manner, with the hazards of stay in railway area (general safety of movement in IŽS's service points, way of conduct in service points, restrictions in movement, hazards from high voltage and other hazards).

Simultaneous transshipment at the same place of handling with dangerous goods of different classes is forbidden.

The service points where transshipment of certain dangerous goods from railway wagons into road vehicle and vice versa is performed are given in the Table of this Appendix.

Upon the request of the interested parties, Infrastructure of Serbian Railways JSC may approve transshipment of other dangerous goods, as well as in service points not given in the Table of this Appendix, in case there are conditions met for handling in the service point, and if the approval of the competent authority is provided for the goods that are being transshipped if it is prescribed by the law (ministries, local self-government units, , i.e. the Ministry of Interior's services).

For more information please contact:

„Infrastructure of Serbian Railways" JSC
Traffic Department
6 Nemanjina St., 11000 Belgrade, Serbia
Phone/Fax:+381 11 36 18 214
E-mail:sektor.sp@srbrail.rs

The table consists of 7 columns, with the following content:

- column No 1 „ordinal No";
- column No 2 „Name of a service point";
- column No 3 „Track", contains ordinal number or name of track in accordance with Station regulations (transport dispatching point or loading point);
- columns 4, 5 and 6 „Dangerous goods", contain NHM code, UN item/number for indication of hazards and class of dangerous goods, whose transshipment may be carried out;
- column No 7 „Notes", contains specific information relating to specific boxes.

Table: List of service points open for transshipment of dangerous goods

No	Name of service point	Track	Dangerous goods			Notes
			NHM	UN / number for hazards indication	Class	
1	2	3	4	5	6	7
1.	Adrovac	1	3105 20 3102 30	2067/50 1942/50	5.1 5.1	
2.	Aleksinac	1	3105 20 3102 30	2067/50 1942/50	5.1 5.1	
3.	Bagrdan	6	3105 20 3102 30	2067/50 1942/50	5.1 5.1	
4.	Bačka Topola	1, 5, 7	3105 20 3102 30	2067/50 1942/50	5.1 5.1	
5.	Bor Freight	1	3105 20 3102 30	2067/50 1942/50	5.1 5.1	
6.	Valjevo	II line	3105 20 3102 30	2067/50 1942/50	5.1 5.1	
7.	Velika Plana	1	3105 20 3102 30	2067/50 1942/50	5.1 5.1	
8.	Vranje	1	3105 20 3102 30	2067/50 1942/50	5.1 5.1	
9.	Vršac	11, 19	3105 20 3102 30	2067/50 1942/50	5.1 5.1	
10.	Grejač	1	3105 20 3102 30	2067/50 1942/50	5.1 5.1	
11.	Žednik	1, 6a	3105 20 3102 30	2067/50 1942/50	5.1 5.1	
12.	Zmajevo	5	3105 20 3102 30	2067/50 1942/50	5.1 5.1	
13.	Zrenjanin	1, 10	3105 20 3102 30	2067/50 1942/50	5.1 5.1	
14.	Zrenjanin Factory	1	3105 20 3102 30	2067/50 1942/50	5.1 5.1	
15.	Jagodina	1, 8	3105 20 3102 30	2067/50 1942/50	5.1 5.1	
16.	Kikinda	20, 21	3105 20 3102 30	2067/50 1942/50	5.1 5.1	
17.	Kula	1	3105 20 3102 30	2067/50 1942/50	5.1 5.1	
18.	Lapovo	1	3105 20 3102 30	2067/50 1942/50	5.1 5.1	
19.	Lapovo marshalling yard	Station for disinfecting	3105 20 3102 30	2067/50 1942/50	5.1 5.1	
20.	Leskovac	New track	3105 20 3102 30	2067/50 1942/50	5.1 5.1	
21.	Lešak	1 short	3105 20 3102 30	2067/50 1942/50	5.1 5.1	
22.	Mala Krsna	1	3105 20 3102 30	2067/50 1942/50	5.1 5.1	
23.	Mladenovac	1, 7	3105 20 3102 30	2067/50 1942/50	5.1 5.1	

24.	Novi Sad Marshalling Yard	2, 3, 4, 7 Locomotive and freight stations	3105 20 3102 30 2807 00 2806 10 2815 12 2808 00 2809 20 2815 11 2828 90	2067/50 1942/50 1830/80 1789/80 1824/80 2031/80 1805/80 1823/80 1791/80	5.1 5.1 8 8 8 8 8 8 8	
25.	Ostružnica	1	3105 20 3102 30	2067/50 1942/50	5.1 5.1	
26.	Palanka	1	3105 20 3102 30	2067/50 1942/50	5.1 5.1	
27.	Pančevo varoš	1	3105 20 3102 30	2067/50 1942/50	5.1 5.1	
28.	Pančevo Main St.	20, 21	3105 20 3102 30	2067/50 1942/50	5.1 5.1	
29.	Paraćin	1	3105 20 3102 30	2067/50 1942/50	5.1 5.1	
30.	Pirot	1	3105 20 3102 30	2067/50 1942/50	5.1 5.1	
31.	Požarevac	1	3105 20 3102 30	2067/50 1942/50	5.1 5.1	
32.	Požega	19	3105 20 3102 30 3102 30	2067/50 1942/50	5.1 5.1	
33.	Prijepolje Freight	13	3105 20 3102 30	2067/50 1942/50	5.1 5.1	
34.	Prokuplje	1	3105 20 3102 30	2067/50 1942/50	5.1 5.1	
35.	Resavica	Right dead-end track	3105 20 3102 30	2067/50 1942/50	5.1 5.1	
36.	Ruma	1, 2	3105 20 3102 30	2067/50 1942/50	5.1 5.1	
37.	Svilajnac	1	3105 20 3102 30	2067/50 1942/50	5.1 5.1	
38.	Senta	1, 10,11	3105 20 3102 30	2067/50 1942/50	5.1 5.1	
39.	Sombor	20, 21	3105 20 3102 30	2067/50 1942/50	5.1 5.1	
40.	Sremska Mitrovica	1,9	3105 20 3102 30	2067/50 1942/50	5.1 5.1	
41.	Stalać	1 short track	3105 20 3102 30	2067/50 1942/50	5.1 5.1	
42.	Subotica	1, 33, 34 and 36 freight station	3105 20 3102 30	2067/50 1942/50	5.1 5.1	
43.	Ćićevac	1	3105 20 3102 30	2067/50 1942/50	5.1 5.1	
44.	Ćuprija	1	3105 20 3102 30	2067/50 1942/50	5.1 5.1	
45.	Užice Freight	1	3105 20 3102 30	2067/50 1942/50	5.1 5.1	
46.	Čačak	1-dead-end track	3105 20 3102 30	2067/50 1942/50	5.1 5.1	
47.	Šabac	1,7	3105 20 3102 30	2067/50 1942/50	5.1 5.1	

48.	Stara Pazova	7	3102 30	1942/50	5.1	
49.	Kruševac	1	3105 20 3102 30	2067/50 1942/50	5.1 5.1	
50.	Vrbas	10,11	3105 20	2067/50	5.1	
51.	Bajmok	1	3105 20 3102 30	2067/50 1942/50	5.1 5.1	Only for goods in sacks
52.	Futog	1	3105 20 3102 30	2067/50	5.1 5.1	

Appendix 3.9. Alternative transport routes

No	Regular route	Distance (km)	Alternative route	Distance (km)
1	Subotica-Novi Sad	98.5	Subotica-Sombor-Vrbas-Novi Sad	150.5
2	Subotica-Novi Sad	98.5	Subotica-Sombor-Bogojevo-Novi Sad	165.4
3	Subotica-Novi Sad	98.5	Subotica-Zrenjanin-N.Sad	230.6
4	Subotica-Belgrade	175.6	Subotica-Zrenjanin-Pančevo-Belgrade	234.6
5	Novi Sad-Belgrade	77.1	Novi sad-Orlovat-Pančevo-Belgrade	148
6	Kikinda-Subotica	96.4	Kikinda-Orlovat-N.Sad-Subotica	271
7	Belgrade-Lapovo	109.6	Belgrade-Požega-Kraljevo-Lapovo	306.1
8	Belgrade-Lapovo-Kraljevo	194.3	Belgrade-Požega-Kraljevo	221.4
9	Belgrade-Niš	243.5	Belgrade-Požarevac-Zaječar-Niš	372.9
10	Belgrade-Požega	154.9	Belgrade-Lapovo-Kraljevo-Požega	260.8
11	Belgrade-Požega-Vrbnica(ŽCG)	299.3	Belgrade-Lapovo-Kraljevo-Požega-Vrbnica(ŽCG)	405.2
12	Belgrade-Smederevo	83.1	Belgrade-Mladenovac-V.Plana-Smederevo	132.8

Note: For departure/terminal station the names of the nodes are given, and various service points may be comprised within the respective node.

Appendix 3.10. Facilities for rolling stock maintenance

Maintenance of railway vehicles is performed in accordance with the Rulebook on Railway Vehicle Maintenance ("Official Gazette of RS", No 144/20).

Service facilities for provision of the basic services- where the works on the maintenance of vehicles are executed, and which are not carried out regularly as the part of daily activities requiring the vehicle to be detached from traffic are the organizational units of the other companies and Infrastructure of Serbian Railways JSC does not provide this type of services.

In accordance with the available data, service facilities and basic maintenance services provided by the Joint Stock Company for Passenger Railway Transport "Srbija Voz", Belgrade are as follows:

Location	Address	Facility	Primary Purpose	Basic Information
Zemun	Milana Rešetara bb	Depot Zemun	Maintenance of electric rolling stock and passenger coaches	Area: 10.200 m2 6 tracks of unit length 220 m
		Depot for underfloor wheel lathe	Wheel processing of rolling stock	Area: 350 m2 It has underfloor wheel lathe without dismantling of wheel-sets
Lapovo	Lava Tolstoja 10	Workshop	Regular maintenance of electric and diesel locomotives	Area: 85 m2 Disposes of service canal of 36m and platform but without a canopy
		Maintenance depot	Maintenance of electric and diesel locomotives and motor trains	Area: 1.part 1088 m2 and second part 625 m2 It has two running lines 2 out of which there are two canals on one line in the length of 50m and 20m. It disposes of single-axle weighbridge for measuring and adjusting the axle load of the rolling stock.
Sombor	Braće Miladinom 1	Hangar	Maintenance of DMUs, and may be used for maintenance of freight wagons and diesel locomotives	Area:1337,5 m2 It has two tracks of the length 78 m and 24 m; it disposes of underfloor wheel lathe for wheel processing on rolling stock without dismantling.
		Depot for railbuses		Area: 687 m2 has 1 track in the length of 78 m
Zrenjanin	Dr Vase Stajica 2	Depot for railbuses	Maintenance of railbuses and replacement of wheel-sets of 711 DMUs	Area: 277 m2 1 canal in the length of 27 m
		Depot for DMUs	Maintenance of DMUs	Area: 432 m2 1 track in the length of 34 m
Vršac	Pavliški put bb	Depot for maintenance of rolling	Inspections and extraordinary repairs of smaller scope on diesel traction units and	Area: 787 m2 Two tracks in the length of 40 m

		stock	DMUs, as well as the overhauls of freight wagons	
Zaječar	Železnička bb	Workshop for repair of locomotives	Maintenance of diesel traction units and freight wagons	Area: 1250 m2 4 track out of which two are, unit length- 50 m

For more information on the provision of basic services in the above facilities responsible is their user in „Srbija Voz“, Belgrade, Department for Rolling Stock Maintenance.

Contact point: Director of Department for Rolling Stock Maintenance - Mr. Vladan Petrović
Address: 6 Nemanjina St.
11000 Belgrade, Serbia
E-mail: vladan.petrovic@srbrail.rs
Phone: +381 64 845 22 64

Information on the service facilities and services provided by the Joint Stock Company for Freight Railway Transport “Srbija Kargo”, are available on the web-site: http://www.srbcargo.rs/rs/usluzni-objekti. Information on the service facility and services provided by Šinvoz is available on the website www.sinvoz.rs.

SR PNEUMATIK

23000 ZRENJANIN, MANASTIRSKA BR. 13A
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pneumatik.zrenjanin@gmail.com

INFORMACIJA O USLUŽNOM OBJEKTU SR PNEUMATIK ZRENJANIN

ZRENJANIN, april 2024

1. Opšte informacije		
1.1.	Uvod	SR Pneumatik Zrenjanin je uradio Informaciju o uslužnom objektu na osnovu odredbi Pravilnika o elementima informacije o uslužnom objektu (Sl.glasnik RS broj 66/2019) Naziv uslužnog objekta je objekat za održavanje I spade u kategoriju 5, shodno članu 15. St. 2 Zakona o železnici (Sl.glasnik RS broj 41/18) Ova informacija je dostavljena upravljaču infrastrukture radi objavljivanja u Izjavi o mreži.
1.2.	Operator uslužnog objekta	Uslužnim objektom upravlja operator SR Pneumatik Zrenjanin, Manastirska 13a, kontakt Adamov Milivoj +38162268128
1.3	Period važenja I postupak ažuriranja	Ovaj dokumenat se ažurira po potrebi I nema definisan period važenja.
2. Usluge		
2.1.	Naziv usluge	Sertifikovana radionica za održavanje železničkih vozila obavlja usluge: - pregledi P1, P3,P6,P12 lokotraktora, drezina, lokomotiva; - tekuće održavanje (opravke manjeg I srednjeg obima) lokotraktora, drezina, lokomotiva; - kontrolni pregledi I tekuće održavanje obavlja se u depou vlasnika , osim kada je potrebno vozilo dovesti u pogon SR Pneumatik Zrenjanin. - specijalizovana radionica za održavanje kočnice železničkih vozila.
3. Opis uslužnog objekta		
3.1	Spisak svih postrojenja	Uslužni objekat SR Pneumatik Zrenjanin, sastoji se od sledećih postrojenja na lokaciji Zrenjanin Takovska 104: -radionica za popravku lokotraktora,

		-specijalizovana radionica za održavanje kočnice železničkih vozila. Hala površine 500m2 (zatvorena I grejana), priključak na javnu drumsku mrežu. Radionica raspolaže svom potrebnom opremom, mašinama I alatima neophodnim za popravke I održavanje železničkih vozila u radionici I na terenu. Uslužni objekat SR Pneumatik Zrenjanin na lokaciji "Tatravagonka Bratstvo" doo Subotica, Bikovački put 2 Subotica: - Hala sa kolosekom I svim pratećim alatima I uređajima koji se koriste u procesu održavanja železničkih vozila se koristi na osnovu Ugovora o poslovno-tehničkoj saradnji od 29.12.2023. godine. - Hala ima priključak na javnu železničku mrežu.
3.2.	Mesto	Zrenjanin, Takovska 104 Subotica, Bikovački put 2
3.3.	Radno vreme	Radno vreme uslužnog objekta je 7-15 časova ponedeljak-petak, osim za vreme verskih I državnih praznika
3.4.	Planirane izmene tehničkih karakteristika	Ne planiraju se izmene tehničkih karakteristika
		4. Naknade
4.1.	Informacije o naknadama	Metodologija : norma sat Naknada za pristup uslužnim objektima se ne naplaćuje. Cena za pojedine usluge po norma satu, u zavisnosti od složenosti posla po ponudi , nakon izvršene defektaže.
4.2.	Informacije o popustima	Uslužni objekti ne nude popuste
		5. Uslovi pristupa

5.1.	Pravni zahtevi	Za pristup je potrebno sklapanje ugovora ili narudžbenica.
5.2.	Tehnički uslovi	Železnička vozila namenjena za rad na koloseku širine 1435 mm I maksimalnog osovinskog opterećenja 22 t.
5.3.	Samopružanje usluga	Uslužni objekat ne dozvoljava mogućnost samopružanja usluga.
5.4.	IT sistemi	Uslužni objekat ne nudi korištenje IT sistema
	6. Dodela kapaciteta	
6.1.	Zahtevi za pristup uslužnom objektu ili uslugama koje se pružaju u objektu	Podnosilac zahteva je dužan poslati zahtev za ponudom za uslugu na e-mail :pneumatik.zrenjanin@gmail.com , ili usmeno na telefon +38162268128 Rok za obradu zahteva je 3 radna dana Prihvatom ponude, usluga se pruža na osnovu ugovora i narudžbenice. Po završetku usluge sačinjava se zapisnik o izvršenim uslugama.
6.2.	Odgovor na zahtev	Rok za obradu zahteva je 3 radna dana Usluga se temelji na osnovu ugovora, narudžbenice I zapisnika o izvršenoj usluzi.
6.3.	Informacije o promenama tehničkih karakteristika I privremenim ograničenjima kapaciteta	Uslužni objekat nema privremenih ograničenja kapaciteta koji mogu uticati na rad. U slučaju privremenih ograničenja, obaveštava se upravljač infrastrukture.

Ovlašćeni zastupnik

Milivoj Adamov

Information on the service facility MIN Lokomotiva doo

INFORMACIJE O USLUŽNOM OBJEKTU

MIN LOKOMOTIVA DOO

MIN Lokomotiva doo

Šumadijska 1, 18000 Niš

+381 18 415 1131

E-mail: min.lokomotiva.kabinet@gmail.com

Internet adresa: https://www.minlokomotiva.rs/

April 2024. godine

1

Lokomotiva
D.O.O. ZA REMONT I PROIZVODNJU ŠINSKIH VOZILA

SADRŽAJ

Lokomotiva
D.O.O. ZA REMONT I PROIZVODNJU ŠINSKIH VOZILA

1.1 UVOD

Informaciju o uslužnom objektu MIN Lokomotiva je izradila u skladu sa odredbama Pravilnika o elementima informacije o uslužnom objektu („Službeni glasnik RS“, broj 66/19). MIN Lokomotiva doo spada u kategoriju 5), po članu 15, stav 2 Zakona o železnici (" Službeni glasnik RS" broj 4/218), odnosno spada u kategoriju Objekata za održavanje.

Fabrika za proizvodnju i remont šinskih vozila MIN Lokomotiva osnovana je 1884-te godine kao glavna radionica srpskih državnih železnica za popravak i pregled parnih lokomotiva.

Nad MIN Lokomotivom proglašen je stečaj 201S.godine. Maja 2018.godine. MIN Lokomotiva je kao pravno lice kupljena je od strane sadašnjih vlasnika (fizičkih lica).

Osnovna delatnost MIN Lokomotive doo je remont i održavanje železničkih vozila, projektovanje i proizvodnja novih železničkih vozila i pružanje raznih usluga vezano za železničku industriju.

1.2 OPERATOR USLUŽNOG OBJEKTA

- Naziv uslužnog objekta : MIN Lokomotiva doo
- Adresa: Šumadijska 1, 18000 Niš
- Kontakt osoba za uslužni objekat: Dejan Avramović
- Broj telefona: +381 18 415 1131
- E-mail: min.lokomotiva.kabinet@gmail.com
- Internet adresa: https://www.minlokomotiva.rs/
- Radno vreme: 7.00-15.00, osim vikendom i praznicima

1.3 PERIOD VAŽENJA I POSTUPAK AŽURIRANJA

Ovaj dokument se ažurira u vreme objave inforamcije, osim ako su zbog izmena u sadržaju nužne vanredne izmene

2. 1 OPIS USLUGE

Osnovne usluge koje pruža uslužni objekat:

- Redovno održavanje, koje se obavlja periodično i unapred planira
- Vanredno održavanje koje se obavlja radi otklanjanja kvarova, nedostataka, istrošenja i zagađenja u toku eksploatacije

Redovno održavanje obuhvata:

- Kontrola železničkih vozila u toku eksploatacije
- Pranje i čišćenje

- Servisni pregled
- Kontrolni pregled
- Redovnu opravku

Vanredno održavanje obuhvata:

- Vanredne opravke manjeg ili većeg obima
- Vanredno pranje i čišćenje

3.1 SPISAK SVIH POSTROJENJA

Uslužni centar MIN Lokomotiva doo sastoji se od sledećih celina

- Proizvodni pogon za redovno održavanje
- Proizvodni pogon za vanredno održavanje
- Radionica za ispitivanje lokomotiva na promenljivom naponu
- Radionica za ispitivanje brzinomera
- Radionica za održavanje elemenata vešanja i ogibljenja
- Magacin u zatvorenom prostoru
- Magacin na otvorenom prostoru
- Železnička infrastruktura

3.1.1 PROIZVODNI POGON ZA REDOVNO ODRŽAVANJE

- Ukupna površina pogona za redovno održavanje je : 1100m2, podeljena u dva objekta

- Proizvodni prostor je opremljen kolosecima i mosnim dizalicama od 5t

- Proizvodni pogon je tehnološki opremljen za redovno održavanje dizel i elektro lokomotiva

- Ulaz/izlaz vozila u pogon je omogućen je preko 5 ulazno/izlaznih koloseka povezanih preko preko prenosnice nosivosti 150t sa glavnim kolosekom ka stanici Niš

3.1.2 PROIZVODNI POGON ZA VANREDNO ODRŽAVANJE

- Ukupna površina pogona za vanredno održavanje je: 2500m2

- Proizvodni pogon za vanredno održavanje opremljen je kolosecima i mosnim dizalicama od 45 t (3 komada) i 5t (2 komada)

- Proizvodni pogon za vanredno održavanje opremljen je tehnološki za održavanje železničkih vozila

- Ulaz/izlaz vozila u pogon omogućen je preko 4 ulazno/izlaznih koloseka povezanih preko preko prenosnice nosivosti 150t sa glavnim kolosekom ka stanici Niš

- Proizvodni pogon za vanredno održavanje je opremljen viljuškarima i transportnim kolicima za unutrašnji transport

- Radionica za ispitivanje brzinomera tipa Hasler je opremljena atestiranom probnicom, nalazi se u sklopu pogona za redovno održavanje

- Radionica za održavanje elemenata vešanja i ogibljenja se nalazi u delu pogona za vanredno održavanje železničkih vozila i tehnološki je opremljena za održavanje elementa vešanja i ogibljena železničkih vozila

3.1.3 MAGACINI

- Površina zatvorenog magacina je oko 200m2. Magacin je opremljeno stalažama za smeštaj rezervnih delova i opreme.

- Otvoreni magacin ima površinu od 500m2 i koristi se smeštaj crne i obojene metalurgije, tehničkih gasova i ulja i maziva

- Zatvoreni i otvoreni magacini su povezana preko prenosnice sa glavnim kolosekom ka stanici Niš

- Zatvoreni i otvoreni magacini imaju putnu vezu sa glavnom saobraćajnicom

3.1.4 ŽELEZNIČKA INFRASTRUKTURA

- Ukupna dužina koloseka na lokoaciji (spoljašnji i unutrašnji) je oko 2000m

- Uslužni objekat je povezan sa železničkom stanicom Niš sa jednim matičnim kolosekom, koji se preko skretnice usmerava na koloseke prema pogonu.

- Dozvoljeno opterećenje koloseka je 22t po osovini, dozvoljena brzina na koloseku je 5km/h

- Železnička vozila se sa glavnog koloseka prebacuju na koloseke u okviru proizvodnih kapaciteta preko specijalnog transportera-prenosnice nosivosti 150t

3.2 MESTO USLUŽNOG OBJEKTA

- Šumadijska 1, 18000 Niš

- Geografska širina 43°19’07’’

- Geografska dužina 21°52’39’’

- Priključak na javnu putnu mrežu

- Priključak na javnu železničku mrežu preko železničke stanice Niš

3.3 RADNO VREME USLUŽNOG OBJEKTA

- Ponedeljak-petak od 7.00-15.00h

-Vikendom i praznicima su neradni dani

3.4 PLANIRANE IZMENE TEHNIČKIH KARAKTERISTIKA

- Ne planiramo izmene tehničkih karakteristika

4.1 INFORMACIJE O NADOKNADAMA

- Metodologija izračunavanja nadoknade je norma čas (NČ)

- Nadoknada za pristup uslužnom objektu se ne naplaćuje

- Cene usluga su definisane zvaničnim cenovnikom

4.2 INFORMACIJE O POPUSTIMA

- Operator uslužnog objekta može u specijalnim okolnostima nuditi popust na usluge koje se nude korisnicima prema međusobnom dogovoru uz poštovanje zahteva operatera o čuvanju poslovne tajne

5.1 PRAVNI ZAHTEVI

- Za pristup uslužnom objektu potrebno je sklapanje ugovora ili narudžbenica

5.2 TEHNIČKI USLOVI

- Uslužnom objektu mogu pristupiti železnička vozila standardne širine 1435mm

- Uslužnom objektu mogu pristupiti vozila sa maksimalnim dozvoljenim osovinskim opterećenjem od 22t po osovini

5.3 ZAKUP KOLOSEKA U USLUŽNOM OBJEKTU

- Zakup koloseka u uslužnom objektu je definisan posebnim cenovnikom

5.4 IT USLUGE

- Uslužni objekat ne nudi IT usluge

6.1 ZAHTEV ZA KORIŠĆENJE USLUŽNOG OBJEKTAILI ZA USLUGAMA KOJE SE PRUŽAJU U USLUŽNOM OBJEKTU

- Podnosilac zahteva dužan je poslati Zahtev za ponudom na e-mail adresu min.lokomotiva.kabinet@gmail.com. Ili preko telefona na broj + 381 018 415 1131

- Usluga se pruža na osnovu potpisanog ugovora ili narudžbenice

- Za izvršenje usluga potrebno je da se najavi odgovornom licu u uslužnom objektu 2 dana unapred

- Podnosilac zahteva dužan je u zahtevu za ponudu navesti:

1. Vrsta usluge koja se traži
2. Osnovne podatke o železničkom vozilu
3. Vremenski period za korišćenje usluga

4. Potrebu za magacinskim prostorom ukoliko takva potreba postoji

5. Posebni zahtevi

6.2 ODGOVOR NA ZAHTEV ZA PONUDOM

- Rok za obradu zahteva i davanje ponude je do tri radna dana u zavisnosti od složenosti zahteva

- Osnovni kriterijum za određivanje rasporeda i kapaciteta uslužnog objekta jeste da prednost kod raspoređivanja ima podnosilac zahteva koji ima potpisan ugovor ili je ispostavio narudžbenicu ili je u završnim pregovorima sa vlasnikom uslužnog objekta o pružanju usluge

- U slučaju da dođe do kolizije u zahtevima, a koji se odnose na kapacitete uslužnog objekta prednost ima onaj podnosilac zahteva koji ima dugoročni ugovorni odnos sa vlasnikom uslužnog centra ili je po redu podnošenja zahtev bio ispred ostalih podnosilaca zahteva za uslugom. Ako i pored navedenih kriterijuma dođe do problema u korišćenju kapaciteta uslužnog centra odgovorno lice uslužnog centra će nastojati da razgovorom i koordinacijom sa korisnicima izvrši preraspodelu kapaciteta i po potrebi uvede drugu smenu kako bi svi korisnici bili adekvatno usluženi.

6.3 INFORMACIJE O DOSTUPNOM KAPACITETU I PRIVREMENIM OGRANIČENJIMA

- U slučaju vanrednih događaja koji mogu privremeno ograničiti kapacitet uslužnog objekta ili obavljanje planiranih radova odgovorno lice uslužnog centra će o tome obavestiti sve korisnike o nastalom događaju i o ograničenjima, kao i odgovrajuće službe koje upravljaju infrastrukturom.

7.1 PROSTORNI PLAN USLUŽNOG OBJEKTA

- Prostorni plan fabrike MIN Lokomotiva

Appendix 3.10a. Information on the service facility managed by Nelt Co

Nelt
The Way of Logistics

Nelt Co d.o.o.
Maršala Tita 206
P. fah 530
11272 Dobanovci
Srbija

t +381 11 3779 100
f +381 11 3779 140
office@nelt.com
www.nelt.com
www.neltlsp.rs

PIB 100037645
MB 17304712

Sektor za pristup železničkoj infrastrukturi
Nemanjina 6, Srbija
Datum: 21.12.2020.

PREDMET: INFORMACIJE O USLUŽNOM OBJEKTU – Industrijski kolosek „NELT Co", koji je deo Nelt Terminala

U stanici Surčin na pruzi Beograd Ranžirna, Park B - Ostružnica - Batajnica za javnu železničku infrastrukturu kojom upravlja "Infrastruktura Železnice Strbije" ad priključen je industrijski kolosek čiji je vlasnik „Nelt.Co." d.o.o. Beograd.
Industrijski kolosek je namenjen samo za prijem i otpremu kolskih pošiljaka i isti se ne koristi za potrebe prevoza opasnih materija.
Industrijski kolosek počinje u nastavku četvrtog koloseka stanice Surčin odvojnom skretnicom br:2, u km. 14+166,57 pruge Beograd Ranžirna A– Ostružnica – Batajnica.
Industrijski kolosek „NELT Co" doo Beograd, odvaja se od javne železničke infrastrukture, kojom upravlja "Infrastruktura Železnice Srbije" ad, u stanici Surčin koja je nalazi u km 14+635,60 (*sredina stanične zgrade*) jednolosečne elektrificirane pruge Beograd Ranžirna, Park B - Ostružnica - Batajnica.
Skretnica br. 1c industrijskog koloseka „NELT Co" doo Beograd , matični kolosek razdvaja na dva kraka odnosno na dva koloseka
Industrijski kolosek je ukupne građevinske dužine 1293,31m i sastoji se od tri dela i to:

- matičnog koloseke građevinske dužine 616,00 m
- Kolosek I građevinske dužine 348,00 m
- Kolosek II građevinske dužine 343,31 m

Koloseci I i II imaju korisnu dužinu svaki po 300 m tako da je ukupna korisna dužina na industrijskom koloseku 600 m.
Industrijski kolosek oposobljen je za kategoriju pruge C2 odnosno za:

- najveću dozvoljenu masu po osovini do 20 t/os (200 kN/os) i
- najveću dozvoljenu masu dužnom metru do 6,4 t/m (64 kN/m)

Koloseci I i II su na industrijskom koloseku vezani samo sa jedne strane tako da se na drugom kraju završavaju grudobranima,.

Manevru od stanice Surcin do Industrijski kolosek „NELT Co", za sada obavlja železnički operater „Srbija Cargo" ad.

Posedujemo 1 reach stacker kojim vršimo manipulacije kontejnera sa voza koji pristigne na Industrijski kolosek „NELT Co",

Cena za manipulacije punih kontejnera naplacuju se EUR 25 a praznih kontejnera EUR 20, obracunata u dinarskoj protivvrednosti

Nelt
The Way of Logistics

Nelt Co d.o.o.
Maršala Tita 206
P. fah 530
11272 Dobanovci
Srbija

t +381 11 3779 100
f +381 11 3779 140
office@nelt.com
www.nelt.com
www.neltlsp.rs

PIB 100037645
MB 17304712

Radno vreme Nelt terminala je radnim danima od 08h – 21h, subotom od 08h-16h, nedelja je neradni dan. Praznicima ne radimo

Nelt terminala
Ul. Maršala Tita 206, 11272, Dobanovci
+381 60 8318595
+381 11 3779 33
www.nelt.com

S poštovanjem,

Intermodalni terminal Nelt

Jelena Tovan...

Appendix 3.11. Railway infrastructure development projects

The National Assembly, upon the proposal of the Government, passes the National Program for the railway infrastructure, which contains:

1. the existing characteristics and condition of the railway infrastructure of the Republic of Serbia;
2. strategy for construction, reconstruction and maintenance of the railway infrastructure;
3. development components in the construction of the new infrastructure capacities of special significance for the Republic of Serbia;
4. defining of the structure, time schedule for realization of priorities, level and sources of the financial assets needed for completion of the National Program activities.

National Program is passed for a five-year period.

Based on the National Program, the Infrastructure Manager prepares the annual program for construction, reconstruction and maintenance of the railway infrastructure, organization and regulation of the railway traffic.

No	Project	Estmated commencement of works (date or quarter)	Duration of works	Works' execution method
1	Civil engineering reconstruction of Niš – Dimitrovgrad railway line, section Sićevo - Dimitrovgrad	November 11th, 2023	April 2026	Execution of the works and traffic performance according to the schedule: 36/36/36/60. Total line closure in the duration of 91 days starting from April 1, 2025 until July 1, 2025.
2	Electrification of Niš – Dimitrovgrad railway line, section Sićevo - Dimitrovgrad	March 2024	April 2026	Execution of the works and traffic performance will be realized alternately in intervals agreed with the Contractor.
3	Construction of northern bypass around city of Niš: 1. Crveni Krst – Pantelej – Matejevac 2. Trupale – Crveni Krst 3. Trupale – Niš Marshalling Yard	Q4 2023	Q3 2025	Execution of the works and traffic performance will be realized alternately in intervals agreed with the Contractor.

Appendix 4.1. Request for train path allocation (form)

Application form for train path allocation

Railway undertaking - operator:		
Address:		
Contact person:		
Tel.	Fax.	e-mail:
Place and date:		

1. BASIC INFORMATION ON THE REQUESTED TRAIN PATH						
Train type	Train No in the previous timetable	Desired time		Route		
		departure	arrival	from	to	via
NOTES						

2. TRAIN TIMETABLE INFORMATION		
Stops in service points	Staying time in service points [min]	Running calendar

3. TRAIN INFORMATION							
Type of traction, serial No of traction unit, route	Additional traction units, serial No of traction unit, function in the train, route	Series and No of the wagon /motor unit	Train mass [t]	Train length [m]	Braking		Maximum train speed [km/h]
					Type	Percentage [%]	

4. OTHER REQUIREMENTS

L.S. SIGNATURE

_____

Appendix 4.1a. Request for train path allocation (e-papir)

Republic of Serbia
JSC “Infrastructure of Serbian Railways”
Rail Infrastructure Access Department
www.infrazs.rs

REQUEST

FOR TRAIN PATH ALLOCATION

Basic information about the applicant																	
Business name / title																	
Head office																	
Contact phone																	
Name and surname of the representative																	
Identification number									PIB								
Email address																	

Basic data on the required train path						
Train type	Number of train i previous TT	Desired time		Route		
		departure	arrival	from	to	via
Note						
Train timetable data						
Stops in service points	Staying time in service points [min]	Running calendar				
Train data						

Type of traction, serial No of traction unit, route	Additional traction units, serial No of traction unit, function in the train, route	Series and No of the wagon /motor unit	Train mass [t]	Train length [m]	Braking		Maximum train speed [km/h]
					Type	Percentage [%]	
Special note							

I am aware that, if I do not submit the stated data, necessary for the decision-making of the body within 8 days, the request for initiating the procedure will be considered irregular.

The request can also be submitted on sektor.pzi@srbrail.rs

In _____ , on _____ _____

Applicant's signature

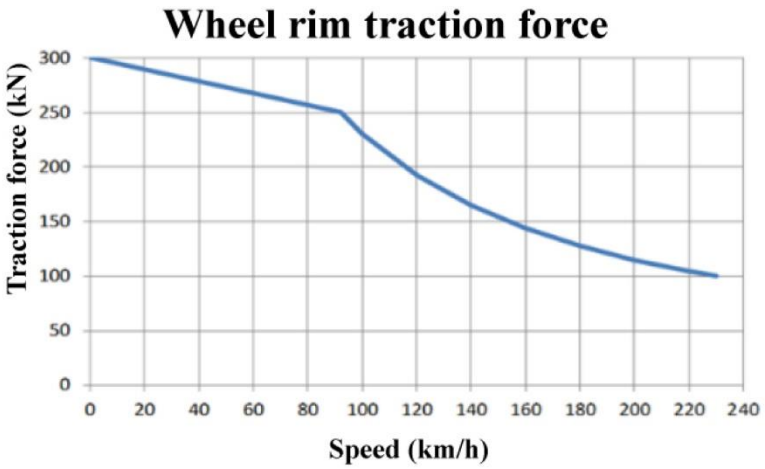
INFORMATION FOR THE APPLICANT

Deadline for resolving the submitted request	30 days before the start of the timetable

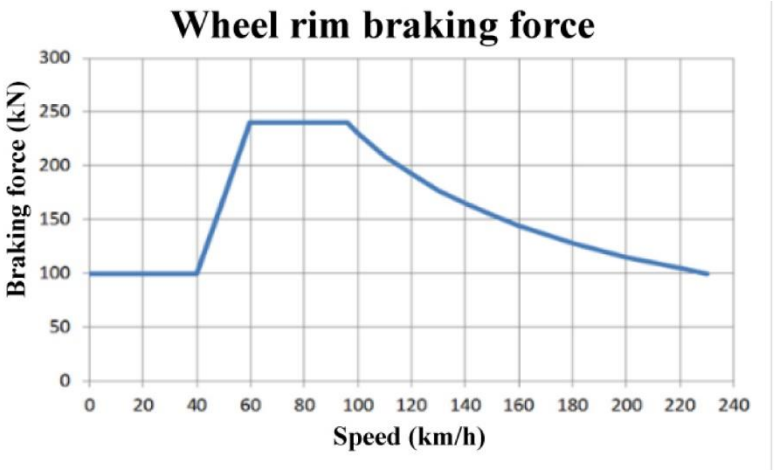
Appendix 4.1b Template for submission of traction vehicle technical data

1. **Series** 1116
2. **Description** BoBo
3. **Length** 19280 mm
4. **Weight** 88 t
5. **Maximum speed** 230 km/h
6. **Inertia factor** 1,15
7. **Resistance formula**
   $W = a + b \cdot v + c \cdot v^2$
   a = 1020
   b = 8,44
   c = 0,25
8. **Traction diagram and braking diagram**

V [km/h]	Fv [kN]
0	300
92	250
100	230
120	192
140	165
160	144
180	128
200	115
220	105
230	100



V [km/h]	Fk [kN]
0	100
40	100
50	170
60	240
96	240
100	230
110	209
120	192
130	177
140	165
150	154
160	144
180	128
200	115
220	105
230	100



9. **Traction type** electric

Appendix 4.2. Instruction for completion of the Request for train path allocation

	Column name	Data type	Explanation
1.	Train type	M	Specify train type: - Passenger train (pursuant to Articles 32 and 34 of Traffic Rulebook, Official Gazette of RS No 34/22 and 107/22) - Freight train (pursuant to Articles 33 and 34 of Traffic Rulebook, Official Gazette of RS No 34/22 and 107/22)
	Train No in the previous Timetable	C	Specify the number of the train from the previous Timetable, whose path elements match applicant's request (e.g. 541, 40760,…)
	Desired time	M/N*	Specify the desired time of the train departure from the origin station or the time of arrival to the destination station
	Route	M	Specify the origin and destination station of the train route and characteristic service point between those two stations which defines the train route
	Note	M	Specify request type: - annual request (for the new Timetable) - request for regular or extraordinary amendments to the valid Timetable while specifying the number of regular amendment (I, II, III, IV or V amendment) - ad hoc request
2.	Stops in service points	M	Specify all service points where the train needs to stop
	Staying time in service points	M	Specify the needed staying time in each service point (in minutes) where train staying is necessary
	Running calendar	M	Specify running calendar for regular trains. If a path is requested for the optional train, enter the indication "optional", and for trains under the ad hoc request specify the train running date
3.	Type of traction, serial No of traction unit, route	M	Specify traction type (electric or diesel), serial number of traction (operating) locomotive and route of each particular locomotive if there is change of traction type on the required route
	Additional traction units, serial No of traction unit,	M	Specify number of additional traction units, traction units type (electric or diesel), serial number, position on the train (double heading, banking,…) additional traction unit running route

	function in the train, route		
	Series and No of the coach/multiple-unit set	M	For passenger trains, specify coach series (letter designation of coach series) and number of coaches on the train i.e. series, number and serial number of multiple-unit sets (DMU/EMU)
	Train mass	M	Specify total train weight in the format of a sum of weight of hauled vehicles and the weight of all operating locomotives (Q+L)
	Train length	M	Specify train length in metres without the length of operating locomotives in service
	Braking	M	Braking type: specify braking type (G, P, R, Mg,…)
		M/N**	Braking percentage: specify braking percentage which has to be considered during timetabling
	Maximum train speed	M	Specify maximum train speed considering characteristics of vehicles on the train
4.	Other requirements	C	Specify other requirements of the train such as: shunting of vehicles, change of train composition, connection, staff shift, type of intermodal transport unit, dangerous goods type, special consignments, train stays at border-crossing, technical stops (inspection, water supply, waste handling and similar) and time period required, need for additional track capacities (side tracking, pre-heating/cooling, forming of trains and similar), need for access to other additional service facilities and similar.

Legend:

M – data is mandatory

C – data is conditional (mandatory, if the condition is fulfilled)

M/N* - data is mandatory for passenger trains/data data is non-mandatory for freight trains

M/N** - data is mandatory for international trains/data is non-mandatory for domestic trains For multiple-unit sets running in domestic traffic, specify the maximum braking percentage provided by the multiple-unit set

Note: Upon receipt of the request for path allocation, IŽS will provide the RU with the infrastructure data based on which the RU will calculate the train running times and submit them to IŽS.

Appendix 4.3. Deadlines for annual 2025/2026 timetable preparation

Phase	Authority	Deadline
Submission of requests for path allocation for international passenger trains	RU	20.02.2025
Regular deadline for submitting allocation requests for annual timetable	IM	15.12.2025-14.04.2025
Coordination and harmonization of requests	IM/RU	15.04.2025-20.06.2025
Presentation of the First Draft Timetable to RUs for passenger trains and international freight trains	IM	27.06.2025
Draft review – remarks, suggestions, proposals and opinions	IM/RU	01.07.2025-14.07.2025
Draft timetable 2024/2025	IM	29.08.2025
Solving of problems and questions	IM	01.09.2025.-05.09.2025
Extraordinary requests (remaining capacities)	RU	06.10.2025
Final deadline for capacity allocation according to extraordinary requests (remaining capacities)	IM	13.10.2025
Timetable coming into effect	IM	14.12.2025

Appendix 4.4. Deadlines for amendments to annual 2025/2026 Timetable

Amendment No	Submission date of requests for amendments to annual timetable	Deadline for capacity allocation	Application date for amendments to annual timetable
I	**15.12.2025**	23.01.2026	**02.02.2026**
II	**09.02.2026**	26.03.2026	**07.04.2026**
III	**20.04.2026**	29.05.2026	**14.06.2026**
IV	**13.07.2026**	31.08.2026	**07.09.2026**
V	**10.08.2026**	25.09.2026	**05.10.2026**

Appendix 5.1. Overview of railway lines on which train running is possible when they are manned only with engine driver

Train running with engine driver only in a traction unit, without train crew (engine driver – without train crew), can be performed on the following lines:

- Belgrade Center-Stara Pazova – Šid – state border - (Tovarnik);
- (Belgrade Center) - Stara Pazova -Novi Sad - Subotica - state border – (Kelebia);
- Belgrade Center – Junction G - Mladenovac-Lapovo-Niš-Preševo - state border - (Tabanovci);
- (Belgrade Center) – Rakovica – Jajinci - Mala Krsna - Velika Plana;
- Belgrade Center - Pančevo Varoš - (Vršac);
- Belgrade Center – Resnik – Požega – Vrbnica – state border (Bijelo Polje)
  - Section Resnik-Požega-Užice;
- Inđija - Golubinci;
- Novi Sad – Novi Sad Marshalling Yard – Open line junction Sajlovo;
- Belgrade Center – Novi Beograd;
- Belgrade Center - Open line junction G – (Rakovica);
- Belgrade Marshalling Yard „A“ – Ostružnica - Batajnica;
- Belgrade Marshalling Yard „B“- Ostružnica;
- Belgrade Marshalling Yard „A“-Open line junction „B“-Open line junction „K/K1“- Resnik;
- Ostružnica – Open line junction „B“ – (Open line junction“K/K1“);
- Belgrade Marshalling Yard „B“ – Open line junction „R“-Open line junction „A“-(Resnik);
- (Belgrade Marshalling Yard „B“) – Open line junction „R“ –Rakovica;
- Belgrade Marshalling Yard „A“ – Open line junction „T“ – Rakovica;
- Belgrade Marshalling Yard „B“ – Open line junction „T“ – (Rakovica);
- Connecting line in the area of Open line junction „K/K1“: (Open line junction „B“) – switch „K“ – switch „K1“ – (Jajinci);
- Topčider Putnička (km 4+195) – Open line junction G – (Rakovica)[4];
- (Open line junction Pančevački most) – Open line junction Karađorđev park – Open line junction Dedinje – (Open line junction G);
- By-pass line of Mala Krsna station: (Kolari) – junction points 1 – junction points 28 – (Osipaonica);
- Open line junction Lapovo Varoš – Lapovo Marshalling Yard – Lapovo;
- Trupale – Niš Marshalling Yard – Međurovo;
- Crveni krst – Niš Marshalling Yard;
- Niš – Open line junction Most – (Niš Marshalling Yard);
- Mala Krsna – Požarevac – (Bor);
- Pančevo Varoš – Pančevo Vojlovica;
- Smederevo – Open line junction Jezava – Radinac - Mala Krsna;
- Novi Sad Marshalling yard – Open line junction Sajlovo.
- Subotica – Horgos – State Border – (Röszke).

On the other lines, in particular cases, train running can be performed with engine driver – without train crew in compliance with terms stipulated in the Traffic Rulebook ("Official Gazette of the Republic of Serbia", No 34/22 and 107/22).

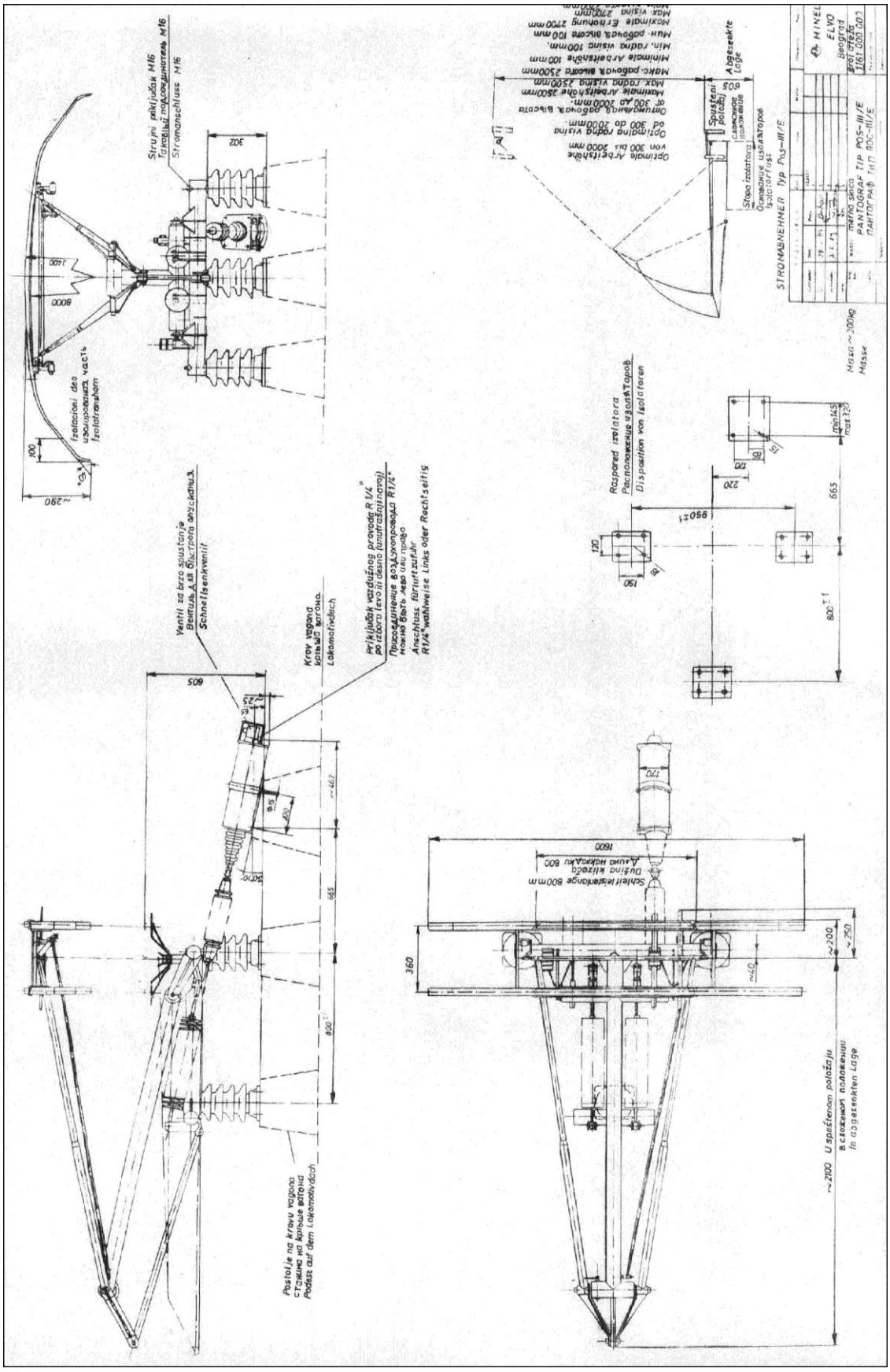
[4] By virtue of the Conclusion of the Government of the Republic of Serbia No 340-2989/2022 dated April 7, 2022, the Decision of the Shareholders' Meeting of Joint Stock Company for Public Railway Infrastructure Management "Infrastructure of Serbian Railways" Belgrade concerning the termination of public railway traffic, dismounting and reconstruction of infrastructure capacities on railway line Topčider Putnička (km 4+ 195) – Open line junction „G“ – (Rakovica) , has been approved.

Appendix 5.2. Overview of the lines fulfilling the conditions for train running with an engine driver only

List of Infrastructure of Serbian Railways lines that do not meet the conditions for operation of traction units with an engine driver only (other lines meet the conditions):

- (Belgrade Center) – Resnik – Požega- Vrbnica- state border (Bijelo Polje)
  - Užice – Vrbnica section.

Appendix 5.3. Geometry of pantograph (current collector) TIP POS - 254/III used on IŽS network



Appendix 6. Register of infrastructure data

Date of handover to public transport									Maximum permitted speed		Direction A—B		Direction B—A																			
Right track	Left track	Distance in km	Chainage	Name of service point	Type of service point	Single/double-track line	Class of railway line	Railway line category	Right track	Left track	Maximum permitted train length	Tracks for acceptance of the longest trains	Maximum permitted train length	Tracks for acceptance of the longest trains	Manner of traffic regulation	Manner of securing the service point	Service point code - UIC	Freight car scales	Side-/end-loading platform	Occupancy of service point	Open for the acceptance and dispatching of passengers/freight operations	Minimum curve radius	Gradient of the station [‰]	Rolling gradient		Rolling resistance of the line [daN]		Loading gauge	Altitude
																								Incline	Slope	⟵	⟶		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
		6,240	47+748	VLAŠKO POLJE	1	S	M	D4			667	4	656	4	RC with AB	1	15407			U	P	800	3,5	1	4	1	4	ŽS-I	
		5,362	53+110	MLADENOVAC	1	S	M	D4	100		651	3	649	3	RC with AB	1	15460		S	P	P/F	500	2,3	2	5	3	6	ŽS-I	
		6,946	60+056	KOVAČEVAC	1	S	M	D4			838	3	838	3	RC with AB	1	13701			U	P	520	0,3	1	5	1	5	ŽS-I	
		2,869	62+925	RABROVAC	3	S	M	D4	100						RC with AB		13702				P							ŽS-I	
03.09. 1884.		4,625	67+550	KUSADAK	1	S	M	D4			693	2	696	2	RC with AB	1	13703		S	U	P/F	500	1,3	3	4	3	4	ŽS-I	
		2,770	70+320	RATARE	3	S	M	D4							RC with AB		13704				P							ŽS-I	
		3,680	74+000	GLIBOVAC	2	S	M	D4			798	3	797	3	RC with AB	1	13705			U	P	800	1,1	1	4	1	4	ŽS-I	
		4,564	78+564	PALANKA	1	S	M	D4	100		647	3	642	3	RC with AB	1	13706		S	P	P/F	500	6,5	3	1	4	1	ŽS-I	
		7,006	85+570	MALA PLANA	1	S	M	D4			746	3	742	3	RC with AB	1	13707			U	P	950	7,0	2	7	2	7	ŽS-I	
		4,864	90+434	VELIKA PLANA	1	S	M	D4			785	3	866	4	RC with AB	1	13401		S	P	P/F	700		8	5	9	5	ŽS-I	
		3,566	94+000	STARO SELO	3	D	M	D4							AB		13402					945						ŽS-I	
09.05.1934.		3,725	97+725	NOVO SELO	3	D	M	D4		30					AB		13403				P	1000						ŽS-I	
		2,577	100+302	MARKOVAC	1	D	M	D4	70		855	4	812	5	AB	1	13404		S	P	P/F	700	4,0	5	6	5	6	ŽS-I	103,9
		6,011	106+313	LAPOVO VAROŠ	7	D	M	D4							AB	1	13405			P	P	700	3,0	4	6	4	6	ŽS-I	102,6
		1,688	108+001	LAPOVO MARSHALLING YARD	3	D	M	D4		100					AB		13406				P	800						ŽS-I	
05.01.1971.	03.09.1884.	1,599	109+600	LAPOVO	1	D	M	D4			530	2 and 3	657	4 and 5	AB	1	13450			P	P	500	0,0	4	6	4	6	ŽS-I	105,4
		4,500	114+100	BRZAN	3	D	M	D4							AB		13301				P	1000						ŽS-I	
		2,875	116+975	MILOŠEVO	3	D	M	D4		50					AB		13302				P	900						ŽS-I	
		3,325	120+300	BAGRDAN	1	D	M	D4	30		710	2 and 3	626	4 and 5	AB	1	13303			P	P/F	800	0,0	4	3	4	3	ŽS-I	107,4
12.03.1977.		6,650	126+950	LANIŠTE	3	D	M	D4							AB		13304				P	800						ŽS-I	
		4,445	131+395	BUKOVČE	3	D	M	D4		70					AB		13305				P	800						ŽS-I	
9.5.88		3,842	135+237	JAGODINA	1	D	M	D4			788	2 and 3	715	4 and 5	AB	1	13350		S	P	P/F	800	1,5	4	3	4	3	ŽS-I	115,3
		5,463	140+700	GILJE	3	D	M	D4							AB		13307				P	480						ŽS-I	
		5,281	145+981	OPEN LINE JUNCTION ĆUPRIJA	6	D	M	D4	120	120					AB	1						400						ŽS-I	
		6,664	152+645	PARAĆIN	1	D	M	D4			702	5 and 6	679	3 and 4	AB	1	13310		S	P	P/F	350	0,0	5	3	5	3	ŽS-I	126,3
28.05.1967.		*8,582	163+670	SIKIRICA/RATARI	3	D	M	D4							RC with AB		13311				P	1000						ŽS-I	
	3.9.1884.	2,930	166+600	DRENOVAC	3	D	M	D4	30	50					RC with AB		13312				P	2000						ŽS-I	
		5,000	171+600	ČIČEVAC	1	D	M	D4			615	2 and 3	620	4 and 5	RC with AB	1	13313		S	U	P/F	1150	4,4	4	4	4	4	ŽS-I	134,6
3.9. 1884.	28.5. 1967.	2,000	173+600	LUČINA	3	D	M	D4	100	30					RC with AB		13314				P	1000						ŽS-I	
		2,710	176+310	STALAĆ	1	D	M	D4			559	3 and 4	825	2	RC with AB	1	13352		S	P	P/F	1000	0,0	3	3	3	3	ŽS-I	136,4
		5,590	181+900	STEVANAC	2	S	M	D4			799	2	799	1	RC with AB	1	12501			U		300	5,0	5	3	6	5	ŽS-I	141,1
03.09. 1884.		4,586	186+486	BRALJINA	1	S	M	D4	30		648	3 and 4	612	2	RC with AB	1	12502			U	P	299	4,0	3	2	4	2	ŽS-I	144, 6
		3,914	190+400	CEROVO/RAŽANJ	3	S	M	D4							RC with AB		12517				P	350						ŽS-I	
		1,816	192+216	STARO TRUBAREVO	2	S	M	D4	50		677	2	677	1	RC with AB	1	12503			U	P	350	1,0	3	2	4	3	ŽS-I	
		2,723	194+939	ĐUNIS	1	S	M	D4			666	4 and 5	590	2 and 3	RC with AB	1	12504		S	U	P/F	600	1,0	3	2	4	3	ŽS-I	148,5
		4,254	199+193	VITKOVAC	3	D	M	D4							RC with TWT		12505				P	500						ŽS-I	
		2,207	201+400	DONJI LJUBEŠ	3	D	M	D4							RC with TWT		12506				P	500						ŽS-I	
		2,100	203+500	GORNJI LJUBEŠ	3	D	M	D4							RC with TWT		12519				P	500						ŽS-I	
03.09.1884.	01.05.1990.	2,117	205+617	KORMAN	1	D	M	D4			574	4 and 5	508	2 and 3	RC with TWT	1	12507		S	U	P/F	2000	0,0	5	2	7	2	ŽS-I	164
		2,383	208+000	TRNJANI	3	D	M	D4							RC with TWT		12508				P	700						ŽS-I	
		2,480	210+480	ADROVAC	1	D	M	D4			753	1 and 2	601	3 and 4	RC with TWT	1	12509		S	U	P/F	1000	5,0	6	4	7	4	ŽS-I	173,4
		3,717	214+197	ALEKSINAC	1	D	M	D4			543	4 and 5	498	2 and 3	RC with TWT	1	12510		S	P	P/F	700	0,0	2	5	3	5	ŽS-I	167,7
		3,271	217+468	NOZRINA	3	D	M	D4	100	100					RC with TWT		12520				P	1000						ŽS-I	
		1,317	218+785	LUŽANE	3	D	M	D4							RC with TWT		12511				P	10000						ŽS-I	
		3,285	222+070	TEŠICA	3	D	M	D4							RC with TWT		12512				P	1200						ŽS-I	
29.05.1998.	03.09.1884.	0,635	222+705	GREJAČ	1	D	M	D4			571	2 and 3	665	3 and 4	RC with TWT	1	12513		S	P	P/F	1200	0,0	6	6	6	1	ŽS-I	184,9
		5,245	227+950	SUPOVAČKI MOST	3	D	M	D4							RC with TWT		12514				P	700						ŽS-I	
		1,359	229+309	MEZGRAJA	3	D	M	D4							RC with TWT		12515				P	700						ŽS-I	
		3,281	232+590	VRTIŠTE	3	D	M	D4							RC with TWT		12518				P	1500						ŽS-I	
		2,349	234+939	TRUPALE	1	D	M	D4			744	3	738	4	RC with TWT	1	12516		S	P	P/F		0,0					ŽS-I	190,5

Date of handover to public transport																														
Right track	Left track	Distance in km	Chainage	Name of service point	Type of service point	Single/double-track line	Class of railway line	Railway line category	Maximum permitted speed		Direction A→B		Direction B→A		Manner of traffic regulation	Manner of securing the service point	Service point code - UIC	Freight car scales	Side- and loading platform	Occupancy of service point	Open for the acceptance and dispatching of passengers/freight operations	Minimum curve radius	Gradient of the station [‰]	Rating gradient		Rating resistance of the line [daN]		Loading gauge	Altitude
									Right track	Left track	Maximum permitted train length	Tracks for acceptance of the longest trains	Maximum permitted train length	Tracks for acceptance of the longest trains										Incline	Slope	←	→		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
03.09.1884.		6,066	241+005	CRVENI KRST	1	S	M	D4	50		686	3	662	3	AB	1	12550		S	P	P/F	950	5,48	5	2	5	2	ŽS-I	188,8
03.09.		1,736	242+741	JUNCTION POINT 1 - 3 NIŠ	12	D	M	D4	30	60					AB with TWT	1						550		0	7			ŽS-I	
		0,842	243+583	NIŠ	1	D	M	D4			490	3	488	3	AB with TWT	1	12551		S/E	P	P/F	295	2,86	0	4	-	6	ŽS-I	183,3
		5,879	249+462	MEĐUROVO	1	S	M	D4			580	1	543	1	AB	1	12301			P	P/F	300	1,04	4	6	3	7	ŽS-I	183
		4,484	253+946	BELOTINCE	2	S	M	D4			656	1	646	1	RC with AB	1	12302		S	U	P	∞	1,58	2	0	2	-	ŽS-I	194,1
		1,495	255+441	ČAPLJINAC	3	S	M	D4							RC with AB		12304				P	5000		1	1			ŽS-I	
		1,569	257+010	MALOŠIŠTE	3	S	M	D4							RC with AB		12303				P	2000		2	1			ŽS-I	
		4,441	261+451	DOLJEVAC	1	S	M	D4	50		600	4	601	3	RC with AB	1	11001		S	P	P/F	700	0,71	4	2	4	2	ŽS-I	194
		1,810	263+261	KOČANE	3	S	M	D4							RC with AB		11002				P	0		1	0			ŽS-I	
		2,593	265+854	PUKOVAC	3	S	M	D4							RC with AB		11003				P	4000		2	0			ŽS-I	
		2,088	267+942	BRESTOVAC	1	S	M	D4			608	2 and 3	623	2 and 3	RC with AB	1	11004		S	U	P/F	20000	0,91	1	0	2	-	ŽS-I	201,6
		2,892	270+834	LIPOVICA	3	S	M	D4	30						RC with AB		11005				P	1900		2	1			ŽS-I	
		4,730	275+564	PEČENJEVCE	1	S	M	D4			639	2	632	2	RC with AB	1	11006		S	U	P	1000	2,44	5	1	5	1	ŽS-I	211,5
		3,267	278+831	ŽIVKOVO	3	S	M	D4	50						RC with AB		11007				P	1600		2	0			ŽS-I	
		1,469	280+300	PRIBOJ LESKOVAČKI	3	S	M	D4							RC with AB		11009				P	0		2	0			ŽS-I	
		1,675	281+975	VINARCI	2	S	M	D4			723	1	759	1	RC with AB	1	11008			U	P	0	1,71	2	0	2	-	ŽS-I	217,9
		5,593	287+568	LESKOVAC	1	S	M	D4	100		695	4	648	2	RC with AB	1	11050		S	P	P/F	2000		4	0	4	-	ŽS-I	220,0
		8,211	295+779	ĐORĐEVO	2	S	M	D4			686	1	690	1	RC with AB	1	11010			U	P	2500	2,8	5	1	5	1	ŽS-I	248,2
		6,084	301+863	GRDELICA	1	S	M	D4	65		537	4	526	4	RC with AB	1	11011		S	U	P/F	327	4,31	6	1	6	2	ŽS-I	255
		6,747	308+610	PALOJSKA ROSULJA	3	S	M	D4							RC with AB		11012				P	300		7	1			ŽS-I	
1888.		4,115	312+725	PREDEJANE	1	S	M	D4	50		688	3	648	3	RC with AB	1	11013		S/E	U	P/F	290	4,04	8	3	7	-	ŽS-I	282,6
		6,946	319+671	DŽEP	2	S	M	D4			596	3	632	3	RC with AB	1	11014			U	P	300	5,65	6	1	6	-	ŽS-I	297,2
		3,215	322+886	MOMIN KAMEN	2	S	M	D4			700	2	708	2	RC with AB	1	11015			U	P	300	3,7	7	0	8	-	ŽS-I	306,9
		3,452	326+338	ŠELINCE	3	S	M	D4	30						RC with AB		11029					300		7	4			ŽS-I	
		3,253	329+591	VLADIČIN HAN	1	S	M	D4			572	3	668	3	RC with AB	1	11016		S	T	P/F	300	5,45	8	0	7	-	ŽS-I	324,4
		4,475	334+066	SUVA MORAVA	1	S	M	D4			858	1	865	1	RC with AB	1	11017			U	P	300	4,79	7	7	7	7	ŽS-I	333,3
		2,069	336+135	LEPENIČKI MOST	3	S	M	D4							RC with AB		11018				P	950		5	0			ŽS-I	
		2,920	339+055	STUBAL	3	S	M	D4	50						RC with AB		11030				P	400		6	0			ŽS-I	
		2,382	341+437	PRIBOJ VRANJSKI	2	S	M	D4			651	2	653	2	RC with AB	1	11019			U	P	1000	2,69	2	5	7	4	ŽS-I	346,7
		6,578	348+015	VRANJSKA BANJA	1	S	M	D4			648	2	648	2	RC with AB	1	11020			U	P/F	400	4,49	7	3	7	2	ŽS-I	367,5
		6,191	354+206	VRANJE	1	S	M	D4			648	2	650	2 and 3	RC with AB	1	11021		S	P	P/F	450	0,92	5	4	6	3	ŽS-I	371,9
		7,209	361+415	NERADOVAC	3	S	M	D4	90						RC with AB		11022				P	400		5	4			ŽS-I	
		4,310	365+725	RISTOVAC	1	S	M	D4			618	3	623	3	RC with AB	1	11023		S	P	P/F	350	7,5	4	3	5	3	ŽS-I	383,0
		7,967	373+692	BUJANOVAC	1	S	M	D4	50		643	1	603	1	RC with AB	1	11024		S	P	P/F	350	2,09	3	0	3	1	ŽS-I	397,7
		7,020	380+712	LETOVICA	3	S	M	D4							RC with AB		11025				P	450		8	2			ŽS-I	
		5,838	386+550	BUKAREVAC	2	S	M	D4	95		687	1	684	1	RC with AB	1	11026			U		600	11,0	8	1	8	1	ŽS-I	427,2
		5,759	392+309	PREŠEVO	1	S	M	D4	40		610	3	609	3	RC with AB	1	11027		S	P	P/F	400	1,1	14	0	13	-	ŽS-I	459,2
		8,143	400+452	STATE BORDER	13	S	M	D4							station distance		11028					300		1	13	-	15	ŽS-I	
103 (Beograd centar) - Rakovica - Jajinci - Mala Krsna - Velika Plana																														
			0+706	RAKOVICA	1	S		D4	80		702	4	702	5		1	16103			P	P		4,9						
20.10.1988.		3,002	3+708	OPEN LINE JUNCTION K1	6	S	M	D4							AB	1				U		350		12	0	13	-	ŽS-I	
		*1,581	10+916	JAJINCE	1	S	M	D4	60		710	4	706	4	AB	1	15602			P	P	300	7,9	12	2	13	2	ŽS-I	129,9
		*5,419	16+277	BELI POTOK	1	S	M	D4			643	3	573	3	RC with AB	1	15603			U	P	298	8,0	8	5	11	6	ŽS-I	148,8
		4,073	20+350	ZUCE	3	S	M	D4							RC with AB		15615				P							ŽS-I	
		0,892	21+242	ZUCE	2	S	M	D4			815	1	801	1 and 2	RC with AB	1	15604			U	P	300	0,1	0	9	-	10	ŽS-I	124,6
		3,643	24+885	VRČIN	1	S	M	D4	65		711	3	714	3	RC with AB	1	15605			U	P	300	0,0	6	0	8	-	ŽS-I	13,4
		2,955	27+840	KASAPOVAC	3	S	M	D4							RC with AB		15606				P							ŽS-I	
		3,425	31+265	LIPE	2	S	M	D4			606	1	613	2	RC with AB	1	15607			U	P	275	8,7	9	0	11	-	ŽS-I	178,6
		5,629	36+894	MALA IVANČA	1	S	M	D4			596	2	603	2	RC with AB	1	15608			U	P	350	2,3	5	9	5	9	ŽS-I	157,0

Date of handover to public transport																													
Right track	Left track	Distance in km	Chainage	Name of service point	Type of service point	Single/double-track line	Class of railway line	Railway line category	Maximum permitted speed		Direction A→B		Direction B→A		Manner of traffic regulation	Manner of securing the service point	Service point code - UIC	Freight car scales	Side-/end-loading platform	Occupancy of service point	Open for the acceptance and dispatching of passengers/freight operations	Minimum curve radius	Gradient of the station [‰]	Rolling gradient		Rolling resistance of the line [daN]		Loading gauge	Altitude
									Right track	Left track	Maximum permitted train length	Tracks for acceptance of the longest trains	Maximum permitted train length	Tracks for acceptance of the longest trains										Incline	Slope	↓	↑		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
01.06. 1924.		2,706	39+600	BRESTOVI	3	S	M	D4	80						RC with AB		15616				P							ŽS-I	
		1,700	41+300	MALI POŽAREVAC	1	S	M	D4			624	3	619	3	RC with AB	1	15609			P	P	350	0,8	0	8	-	9	ŽS-I	135,4
		1,867	43+167	DRAŽANJ/ŠEPŠIN	3	S	M	D4	100						RC with AB		15610				P							ŽS-I	
		4,604	47+771	UMČARI	1	S	M	D4			612	3	617	3	RC with AB	1	15611			U	P	700	2,2	0	4	-	5	ŽS-I	123,4
		4,544	52+315	ŽIVKOVAC	3	S	M	D4							RC with AB		15612											ŽS-I	
		2,904	55+219	VODANJ	2	S	M	D4			630	3	628	3	RC with AB	1	15613			U	P	700	2,0	0	6	-	7	ŽS-I	108,5
		5,390	60+609	KOLARI	1	S	M	D4			602	2	586	2	RC with AB	1	15614			P	P	1000	0,0	0	4	-	4	ŽS-I	98,9
		5,961	66+570	RALJA SMEDEREVSKA	3	S	M	D4							AB		13509				P							ŽS-I	
		1,230	67+800	JUNCTION POINT 1 MALA KRSNA	12	S	M	D4							AB	1												ŽS-I	
		1,268	69+068	MALA KRSNA	1	S	M	D4	50		629	4	633	4	AB	1	13551		S	P	P/F	280	0,7	0	4	-	5	ŽS-I	83,0
		1,196	70+264	JUNCTION POINT 28 MALA KRSNA	12	S	M	D4							RC with AB	1												ŽS-I	
		1,731	71+995	SKOBALJ	3	S	M	D4							RC with AB		13502				P							ŽS-I	
		2,770	74+765	OSIPAONICA	3	S	M	D4							RC with AB		13501				P							ŽS-I	83,1
		1,437	76+202	OSIPAONICA	1	S	M	D4			545	2	545	2	RC with AB	1	13503			U	P	700	1,4	2	3	3	4	ŽS-I	
10.12. 1886.		1,615	77+817	LUGAVČINA	3	S	M	D4							RC with AB		13508				P							ŽS-I	
		3,600	81+417	SARAORCI	3	S	M	D4							RC with AB		13510				P							ŽS-I	
		1,350	82+767	LOZOVIK/SARAORCI	1	S	M	D4	100		608	3	610	3	RC with AB	1	13504		S	P	P	1000	0,6	1	1	1	1	ŽS-I	83,6
		4,950	87+717	MILOŠEVAC	3	S	M	D4							RC with AB		13505				P							ŽS-I	
		2,509	90+226	KRNJEVO/TRNOVČE	1	S	M	D4			581	3	476	3	RC with AB	1	13506			U	P	800	4,6	4	1	5	2	ŽS-I	92,6
		4,413	94+639	VELIKO ORAŠJE	1	S	M	D4			594	2	589	2	RC with AB	1	13507			U	P	800	3,7	8	4	8	4	ŽS-I	99,8
		*5,586	99+706	VELIKA PLANA	1	S	M	D4			785	3	866	4	RC with AB	1	13401		S	P	P/F	700		8	4	9	4	ŽS-I	111,4
104 (Jagodina) - Open line junction Ćuprija - Ćuprija - Paraćin																													
			0+000	OPEN LINE JUNCTION ĆUPRIJA	6				50							6														
		0,500	0+500	ĆUPRIJA	1	S	M	D4			240	3 and 4	167	2	station distance	6	13351		S	P	P/F			8	0	9	-	ŽS-I	119,8
		6,920	7+420	PARAĆIN	1	S	M	D4	100		847	5	892	4	station distance	1	13310		S	P	P/F							ŽS-I	126,3
105 (Beograd Centar) - Stara Pazova - Novi Sad - Subotica - state border - (Kelebia)																													
			344+944	СТАРАПАЗОВА	1						641	1 and 2	443	5 and 6		11	16503		S	P	P/F		4,1						84,96
		7,918	424+862	INĐIJA	1	D	M	D4	200	200	566	3 and 4	644	1 and 2	RC with TWT	11	16801			P	P	4500	5,5	10	0	10	-	ŽS-I	111
10.12. 1883.		11,170	544+032	BEŠKA	1	D	M	D4			694	3 and 4	694	1 and 2	RC with TWT	11	16802			U	P	3500	1,0	8	9	8	9	ŽS-I	142,2
		8,026	624+058	OPEN LINE JUNCTION KARLOVAČKI VINOGRAI	6	D	M	D4							RC with TWT	11	16805			U		3500		1	13	1	13	ŽS-I	81,2
		3,754	654+812	SREMSKI KARLOVCI	1	D	M	D4	160	160	247	3 and 4	247	1 and 2	RC with TWT	11	16806			U	P	1500	3,0	0	3	-	3	ŽS-I	79,3
		4,400	70+212	KM 70+212 SC	9	D	M	D4							RC with TWT													ŽS-I	
		0,658	70+870	PETROVARADIN	1	D	M	D4	120	120	636	4 and 5	725	2 and 3	RC with TWT	11	16807			U	P	1200	4,0	2	0	2	0	ŽS-I	82,1
		1,511	72+381	KM 72+381 SC	9	D	M	D4							RC with TWT													ŽS-I	
		4,132	76+513	JUNCTION POINT 6 NOVI SAD	12	D	M	D4	100	100					RC with TWT													ŽS-I	
		*0,210	77+010	NOVI SAD	1	D	M	D4			492	4 and 5	493	4 and 5	RC with TWT	11	16808		E	C	P	500	0,0	6	7	6	7	ŽS-I	82,6
		2,113	79+123	KM 79+123 SC	9	D	M	D4	95	95					RC with TWT													ŽS-I	
		1,561	80+684	KM 80+684 SC	9	D	M	D4	120	120					RC with TWT													ŽS-I	
		1,620	82+304	KM 82+304 SC	9	D	M	D4	180	180					RC with TWT													ŽS-I	
		1,740	84+044	RUMENKA	1	D	M	D4			650	3 and 4	746	1 and 2	RC with TWT	11				U		390	0,0	5	7	5	7	ŽS-I	84,73
		6,363	90+407	KISAČ	1	D	M	D4			738	3 and 4	738	1 and 2	RC with TWT	11	23302			U	P	5000	0,0	1	2	1	2	ŽS-I	83,43
		6,893	97+300	STEPANOVIĆEVO	1	D	M	D4			311	1 and 2	311	3 and 4	RC with TWT	11	23303			U	P	5000	0,0	1	1	1	1	ŽS-I	83,63
		5,214	102+514	ZMAJEVO	1	D	M	D4			660	1 and 2	670	3 and 4	RC with TWT	11	23304			U	P	6000	0,6	1	1	1	1	ŽS-I	83,83
23.10.1961.		11,096	113+610	VRBAS NOVA	1	D	M	D4	200	200	531	2 and 3	532	4 and 5	RC with TWT	11				P	P	5000	0,5	4	4	4	4	ŽS-I	87,58
		15,913	129+523	LOVĆENAC - MALI IĐOŠ	1	D	M	D4			739	1 and 2	739	3 and 4	RC with TWT	11				U	P	5000	1,0	5	6	6	6	ŽS-I	109,86
		14,013	143+536	BAČKA TOPOLA	1	D	M	D4			904	3 and 4	841	1 and 2	RC with TWT	11	23404	Yes	S	U	P/F	5000	1,0	5	5	5	6	ŽS-I	110,35
		13,609	157+145	ŽEDNIK	1	D	M	D4			735	1 and 2	683	3 and 4	RC with TWT	11	23407			U	P	20000	0,0	2	2	2	2	ŽS-I	109,93
		9,374	166+519	NAUMOVIĆEVO	1	D	M	D4			907	3 and 4	876	1 and 2	RC with TWT	11	23409			U	P	20000	1,0	2	2	2	2	ŽS-I	109,9
		1,882	168+401	KM 168+401 SC	9	D	M	D4							RC with TWT													ŽS-I	
		3,881	172+282	KM 172+282 SC	9	D	M	D4	160	160					RC with TWT													ŽS-I	
		3,023	175+305	BLOK 1 SUBOTICA		D	M	D4	100	100					RC with TWT													ŽS-I	

Date of handover to public transport		Distance in km	Chainage	Name of service point	Type of service point	Single/double-track line	Class of railway line	Railway line category	Maximum permitted speed		Direction A→B		Direction B→A		Manner of traffic regulation	Manner of securing the service point	Service point code - UIC	Freight car scales	Side-/end-loading platform	Occupancy of service point	Open for the acceptance and dispatching of passengers/freight operations	Minimum curve radius	Gradient of the station [‰]	Ruling gradient		Ruling resistance of the line [daN]		Loading gauge	Altitude
Right track	Left track								Right track	Left track	Maximum permitted train length	Tracks for acceptance of the longest trains	Maximum permitted train length	Tracks for acceptance of the longest trains										Incline	Slope	←	→		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
		0,476	175+781	SUBOTICA TERETNA	1	D	M	D4	100	100	800	1 and 2	815	1 and 2	RC with TWT	11	23450	Yes	E	P	F							ŽS-I	
		0,769	176+550	SUBOTICA	1	D	M	D4			404	1 and 2	405	1 and 2		11	23450		E	P	P	300	1,3	6	3	6	3	ŽS-I	113,62
		8,085	184+635	STATE BORDER	13	D	M	D4	200	200							23499					300		8	2	8	2	ŽS-I	
106 Niš - Dimitrovgrad - state border - (Dragoman)																													
			0+241	NIŠ	1						490	3	488	3		1	12551		S/E	P	P/F								188,3
		0,495	0+736	JUNCTION POINT 4 NIŠ	12	S	M	D8							AB	1						300		2	2			ŽS-I	
		1,030	1+766	PALILULSKA RAMPA	3	S	M	D8							AB		12401				P	500		4	0			ŽS-I	
		1,634	3+400	VOJNA BOLNICA	3	S	M	D8							AB							500		5	0			ŽS-I	
		2,061	5+461	ĆELE KULA	1	S	M	D8			600	3	600	3	AB	1	12402			P	P	2000	2,2	2	5	6	4	ŽS-I	199
		0,739	6+200	EI NIŠ	3	S	M	D8							AB							3000		0	0			ŽS-I	
		4,300	10+500	NIŠKA BANJA	1	S	M	D8			599	4	600	4	AB	1	12404			P	P	1000	2,5	4	1	4	1	ŽS-I	207,2
		4,200	14+700	PROSEK	3	S	M	D8							station distance		12405				P	310		6	0			ŽS-I	
01.06.		2,448	17+148	SIĆEVO	2	S	M	D8							station distance	8	12406			U	P	300		5	1	5	-	ŽS-I	219,5
1887.		5,361	22+509	OSTROVICA	1	S	M	D8			524	2	524	2	station distance	8	12407			P	P	300	3,09	5	0	8	-	ŽS-I	235,3
		1,250	23+759	MAJDAN OSTROVICA	3	S	M	D8							station distance		12408					300		5	0			ŽS-I	
		5,741	29+500	RADOVDOL	3	S	M	D8							station distance		12409				P	300		5	0			ŽS-I	
		2,200	31+700	DOLAC	2	S	M	D8	30		603	2 and 3	603	2 and 3	station distance	8	12410			P	P	500	0,0	6	0	7	-	ŽS-I	265
		2,600	34+300	CRVENI BREG	3	S	M	D8							station distance		12426				P	450		0	0			ŽS-I	
		2,126	36+426	CRVENA REKA	1	S	M	D8			614	2 and 3	614	2 and 3	station distance	8	12411			U	P	500	0,0	3	0	2	-	ŽS-I	267
		3,254	39+680	BELANOVAC	3	S	M	D8							station distance		12412				P	600		5	0			ŽS-I	
		5,232	44+912	BELA PALANKA	1	S	M	D8			791	2	791	2	station distance	6	12413			P	P	497	4,9	4	0	6	-	ŽS-I	286,9
		3,588	48+500	CRKVICA	3	S	M	D8							station distance		12414				P	350		6	0			ŽS-I	
		5,000	53+500	ČIFLIK	2	S	M	D8			713	2 and 3	713	2 and 3	station distance	8	12415			P	P	300	0,0	6	0	7	-	ŽS-I	314
		3,300	56+800	SINJAC	3	S	M	D8							station distance		12416				P	400		8	0			ŽS-I	
		2,000	58+800	ĐURĐEVO POLJE	3	S	M	D8							station distance		12417				P	400		3	0			ŽS-I	
		3,100	61+900	CRVENČEVO	3	S	M	D8							station distance		12427				P	600		5	0			ŽS-I	
		1,917	63+817	STANIČENJE	2	S	M	D8			624	2 and 3	624	2 and 3	station distance	8	12418			P	P	495	6,4	5	0	7	-	ŽS-I	341,6
1.11.		3,483	67+300	SOPOT	3	S	M	D8							station distance		12419					300		7	0			ŽS-I	
1887.		5,635	72+935	PIROT	1	S	M	D8			624	2 and 3	624	2 and 3	station distance	6	12420		S	P	P/F	500	8,0	6	0	7	-	ŽS-I	368,5
		3,965	76+900	BOŽURAT	3	S	M	D8							station distance		12421				P	550		4	4			ŽS-I	
		4,800	81+700	VELIKI JOVANOVAC	3	S	M	D8							station distance		12422				P	0		6	0			ŽS-I	
		4,493	86+193	SUKOVO	1	S	M	D8	50		626	2 and 3	626	2 and 3	station distance	6	12423		S	U	P	3000	8,5	8	1	8	1	ŽS-I	416,5
		4,307	90+500	ČINIGLAVCI	3	S	M	D8							station distance		12424				P	700		5	1			ŽS-I	
		2,200	92+700	SREĆKOVAC	3	S	M	D8							station distance		12425				P	500		6	0			ŽS-I	
		4,723	97+423	DIMITROVGRAD	1	S	M	D8			710	2	711	2	station distance	6	12499	Yes	S/E	P	P/F	500	9,5	10	5	10	6	ŽS-I	445,8
		6,507	103+930	STATE BORDER	13	S	M	D4	80						station distance		12498					300		11	0	12	-	ŽS-I	
107 Beograd Centar - Pančevo glavna stanica - Vršac - state border - (Stamora Moravita)																													
			0+000	BEOGRAD CENTAR	1				50		364	8 and 10	400	3		1	16052			P	P		0,0						
23.03.1993.	23.03.1993.	1,232	1+232	KARAĐORĐEV PARK	7	D	M	D4		50					AB with TWT	1	16053				P	300		0	4	-	-	ŽS-I	
		1,568	2+800	VUKOV SPOMENIK	3	D	M	D4	70						AB with TWT	1	16054			P	P	600						ŽS-I	
		1,888	4+688	PANČEVAČKI MOST	7	D	M	D4							AB with TWT	1	16013			P	P			3	8	4	10	ŽS-I	
11.11.1935.		2,412	7+100	KRNJAČA MOST	3	D	M	D4		50					AB		16016				P	500						ŽS-I	
		1,020	8+120	KRNJAČA	2	D	M	D4			697	3	697	2	AB	1	16015			P	P	800		1	8	1	8	ŽS-I	
		1,861	9+981	SEBEŠ	3	D	M	D4	100	60					AB		16006				P							ŽS-I	
		2,511	12+492	OVČA	1	D	M	D4			673	3	594	7	AB	1	16007			P	P			1	1	1	1	ŽS-I	
		*7,631	20+200	PANČEVO GLAVNA	1	D	M	D4		100	810	4 and 5	800	4 and 5	AB	4	22001	Yes	S	P	P/F		0,0	7	7	7	4	ŽS-I	77,0
11.10.1935.		*3,007	18+206	PANČEVO VAROŠ	1	S	M	D4	50		471	2 and 3	471	2 and 3	station distance	4	21001		S	P	P/F	600	0,45	0	1	-	2	ŽS-I	77,1

Date of handover to public transport		Distance in km	Chainage	Name of service point	Type of service point	Single/double-track line	Class of railway line	Railway line category	Maximum permitted speed		Direction A→B		Direction B→A		Manner of traffic regulation	Manner of securing the service point	Service point code - UIC	Freight car scales	Side-/end-loading platform	Occupancy of service point	Open for the acceptance and dispatching of passengers/freight operations	Minimum curve radius	Gradient of the station [‰]	Ruling gradient		Ruling resistance of the line [daN]		Loading gauge	Altitude
Right track	Left track								Right track	Left track	Maximum permitted train length	Tracks for acceptance of the longest trains	Maximum permitted train length	Tracks for acceptance of the longest trains										Incline	Slope	←	→		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
26.08.		15,801	34+007	BANATSKO NOVO SELO	1	S	M	D2			663	2 and 3	663	2 and 3	station distance	7	21002		S	T	P/F	300	1,34	8	3	9	6	ŽS-I	104,0
1896.		11,848	45+855	VLADIMIROVAC	1	S	M	D2			836	3 and 4	836	3 and 4	station distance	7	21003		S	U	P/F	500	3,5	8	1	10	2	ŽS-I	146,0
		7,699	53+554	ALIBUNAR	1	S	M	D2			743	3 and 4	743	3 and 4	station distance	5	21004		S	P	P/F	350	5,2	4	10	5	11	ŽS-I	120,0
		*5,207	59+041	BANATSKI KARLOVAC	1	S	M	D2			662	2 and 3	662	2 and 3	station distance	8	21005		S	T	P	350	6,2	3	8	5	8	ŽS-I	95,4
08.12.		3,996	63+037	NIKOLINCI	3	S	M	D2	100						station distance	8	21006				P	600	0,7					ŽS-I	81,7
1894.		7,300	70+337	ULjMA	1	S	M	D2			665	2 and 3	665	2 and 3	station distance	8	21007		S	U	P/F	600	1,8	5	7	6	7	ŽS-I	87,6
		4,963	75+300	VLAJKOVAC	3	S	M	D2							station distance		21008				P	600	0,2					ŽS-I	
		6,497	81+797	OPEN LINE JUNCTION A ULjMA	6	S	M	D2							station distance							200	0,0					ŽS-I	
		1,056	82+853	VRŠAC	1	S	M	D2			643	4 and 5	643	4 and 5	station distance	7	21009	Yes	S/E	P	P/F	300	2,5	7	4	7	4	ŽS-I	102,3
20.07.1858.		15,461	98+314	STATE BORDER	13	S	M	D2	50						station distance		21099					1905	3,0	3	5	3	5	ŽS-I	82,0
108 (Beograd Centar) - Resnik - Požega - Vrbnica - state border - (Bijelo Polje)																													
			0+425	RESNIK	1				70		730	3	730	3		1	15501		S	P	P/F		8						105,3
		7,212	7+637	BELA REKA	1	S	M	D4			594	4	595	4	RC with station distance	1	15201		S	U	P/F	300	2,5	11	0	12	-	ŽS-I	171,1
29.11.		4,568	12+205	NENADOVAC	3	S	M	D4							RC with station distance		15202				P							ŽS-I	
1958.		3,503	15+708	BARAJEVO	2	S	M	D4	85		771	3	768	3	RC with station distance	1	15203			U	P	400	1	6	8	6	9	ŽS-I	153,3
		2,192	17+900	BARAJEVO CENTAR	3	S	M	D4							RC with station distance		15204				P							ŽS-I	
		5,194	23+094	VELIKI BORAK	2	S	M	D4			572	3	574	3	RC with station distance	1	15205		S	U	P/F	400	0	0	8	-	9	ŽS-I	117,9
29.11.		4,644	27+738	LESKOVAC KOLUBARSKI	3	S	M	D4							RC with station distance		15206				P							ŽS-I	
1958.		2,889	30+627	STEPOJEVAC	1	S	M	D4	90		594	3	594	3	RC with station distance	1	15207		S	U	P/F	400	0	3	4	3	5	ŽS-I	35,3
		6,635	37+262	VREOCI	1	S	M	D4			689	4	706	4	RC with station distance	1	15250		S	P	P/F	450	1	4	3	5	3	ŽS-I	93,7
07.07.		8,124	45+386	LAZAREVAC	1	S	M	D4	95		601	2	602	2	RC with station distance	1	15209		S	T	P/F	450	1	5	4	6	4	ŽS-I	108,5
1968.		1,514	46+900	KM 46+900 SC	9	S	M	D4							RC with station distance													ŽS-I	
		5,700	52+600	LAJKOVAC	1	S	M	D4			649	4	652	4	RC with station distance	1	15260		S	T	P/F	500	1	3	1	4	1	ŽS-I	110,9
		6,382	58+982	SLOVAC	1	S	M	D4			598	3	601	3	RC with station distance	1	15211		S	U	P/F	450	1,7	4	2	4	3	ŽS-I	123,6
		4,918	63+900	MLAĐEVO	3	S	M	D4							RC with station distance		15212				P							ŽS-I	
29.11.		3,254	67+154	DIVCI	1	S	M	D4	100		600	3	602	3	RC with station distance	1	15213		S	U	P/F	500	2	7	1	7	1	ŽS-I	145
1968.		2,089	69+243	LUKAVAC KOLUBARSKI	3	S	M	D4							RC with station distance		15214				P							ŽS-I	
		4,457	73+700	IVERAK	3	S	M	D4							RC with station distance		15215				P							ŽS-I	
		4,024	77+724	VALjEVO	1	S	M	D4			596	4	593	4	RC with station distance	1	15251		S	P	P/F	600	2,3	7	1	8	1	ŽS-I	186,4
		6,846	84+570	VALjEVSKI GRADAC	2	S	M	D4			553	2	520	2	RC with station distance	1	15101			U	P	300	1,2	15	0	17	-	ŽS-I	264
		7,030	91+600	LESKOVICE	3	S	M	D4							RC with station distance		15112				P							ŽS-I	
		2,448	94+048	LASTRA	1	S	M	D4			568	3	566	3	RC with station distance	1	15102			U	P/F	300	2,5	16	0	16	-	ŽS-I	388,5
		9,097	103+145	SAMARI	2	S	M	D4			543	3	544	3	RC with station distance	1	15103			U	P	300	2,2	16	0	17	-	ŽS-I	501
		4,533	107+678	DRENOVAČKI KIK	3	S	M	D4							RC with station distance		15104				P							ŽS-I	
		3,674	111+352	RAŽANA	1	S	M	D4			554	3	552	3	RC with station distance	1	15105			U	P/F	300	1	10	16	10	16	ŽS-I	487,1
		7,529	118+881	KOSJERIĆ	1	S	M	D4	50		544	6	544	6	RC with station distance	1	15106		S	P	P/F	300	2	0	15	-	16	ŽS-I	411,9
		4,519	123+400	TUBIČI	3	S	M	D4							RC with station distance		15109				P							ŽS-I	
		6,442	129+842	KALENIČI	1	S	M	D4			551	3	549	3	RC with station distance	1	15107			U	P	500	2	0	8	-	9	ŽS-I	352,1
25.07.		3,758	133+600	OTANj	3	S	M	D4							RC with station distance		15116				P							ŽS-I	
1972.		2,200	135+800	GLUMAČ	3	S	M	D4							RC with station distance		15113				P							ŽS-I	
		4,987	140+787	POŽEGA	1	S	M	D4			292p 647f	3p 5f	349p 649f	3p 5f	RC with station distance	1	15150	Yes	S	P	P/F	500	7,5	0	6	-	8	ŽS-I	311,6
		1,702	142+489	JUNCTION POINT 53 POŽEGA	12	S	M	D4							RC with station distance	1												ŽS-I	
		3,111	145+600	RASNA	3	S	M	D4							RC with station distance		15111				P							ŽS-I	
		3,662	149+262	UZIĆI	2	S	M	D4	100		554	3	553	3	RC with station distance	1	15110			U	P/F			8	0	8	4	ŽS-I	
		2,238	151+500	ZLAKUSA	3	S	M	D4							RC with station distance		15114				P							ŽS-I	
		2,700	154+200	BUKOVIČKA RAMPA	3	S	M	D4							RC with station distance		15115				P							ŽS-I	
		2,774	156+974	SEVOJNO	1	S	M	D4			566	3	563	3	RC with station distance	1	15108			U	P/F	500	1,5	4	0	5	-	ŽS-I	363,2
		4,926	161+900	UŽICE TERETNA	1	S	M	D4	90		558	3	552	3	RC with station distance	1	15151		S/E	P	P/F	400	1,5	11	0	13	-	ŽS-I	401

Date of handover to public transport																															
Right track	Left track	Distance in km	Chainage	Name of service point	Type of service point	Single/double-track line	Class of railway line	Railway line category	Maximum permitted speed		Direction A→B		Direction B→A		Manner of traffic regulation	Manner of securing the service point	Service point code - UIC	Freight car scales	Side-/end-loading platform	Occupancy of service point	Open for the acceptance and dispatching of passengers/freight operations	Minimum curve radius	Gradient of the station [‰]	Ruling gradient		Ruling resistance of the line [daN]		Loading gauge	Altitude
									Right track	Left track	Maximum permitted train length	Tracks for acceptance of the longest trains	Maximum permitted train length	Tracks for acceptance of the longest trains										Incline	Slope	←	→		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
		1,981	163+881	UŽICE	1	S	M	D4			353	1	346	1	RC with station distance	1	15153			P	P	400	2,5	16	0	18	-	ŽS-I	418,4
		6,763	170+644	STAPARI	2	S	M	D4			545	1	547	1	RC with station distance	1	15701			U	P	350	2,3	17	0	18	-	ŽS-I	520,5
		2,756	173+400	RISTANOVIĆA POLjE	3	S	M	D4	50						RC with station distance		15716				P							ŽS-I	
		2,600	176+000	TRIPKOVA	3	S	M	D4							RC with station distance		15717				P							ŽS-I	
		2,350	178+350	SUŠICA	2	S	M	D4			539	3	539	3	RC with station distance	1	15702			U	P/F	400	1,5	18	0	18	-	ŽS-I	631
21.05.		6,875	185+225	BRANEŠCI	1	S	M	D4			486	3	486	3	RC with station distance	1	15703			U	P/F			17	0	18	-	ŽS-I	
1976.		8,095	193+320	ZLATIBOR	1	S	M	D4	70		531	3	531	3	RC with station distance	1	15704			U	P	400	2	16	2	16	2	ŽS-I	784
		6,980	200+300	RIBNICA ZLATIBORSKA	3	S	M	D4							RC with station distance		15705				P							ŽS-I	
		5,107	205+407	JABLANICA	2	S	M	D4	50		550	2	536	2	RC with station distance	1	15706			U	P	300	2,5	0	17	-	18	ŽS-I	612,5
		6,193	211+600	GOLEŠ	3	S	M	D4							RC with station distance		15721											ŽS-I	
		3,232	214+832	ŠTRPCI	2	S	M	D4			574	1	572	1	RC with station distance	1	15707			U	P	300	2	0	16	-	16	ŽS-I	531,5
		4,668	219+500	RAČA	3	S	M	D4							RC with station distance		15720				P							ŽS-I	
		5,790	225+290	PRIBOJ	1	S	M	D4			551	4	553	4	RC with station distance	1	15708		S	P	P/F	300	0	0	17	-	17	ŽS-I	390,3
		3,010	228+300	POLjICE	3	S	M	D4							RC with station distance		15722				P							ŽS-I	
		4,500	232+800	PRIBOJSKA BANjA	3	S	M	D4	30						RC with station distance		15709				P							ŽS-I	
		8,478	241+278	BISTRICA NA LIMU	1	S	M	D4			551	3	549	3	RC with station distance	1	15710			U	P/F	300	1,5	8	3	8	4	ŽS-I	447,7
		5,022	246+300	DžUROVO	3	S	M	D4							RC with station distance		15718				P							ŽS-I	
21.05.		6,316	252+616	PRIJEPOLjE	1	S	M	D4			307	3	307	3	RC with station distance	1	15711			T	P	350	1,5	6	3	7	4	ŽS-I	453,2
1976.		3,240	255+856	PRIJEPOLjE TERETNA	1	S	M	D4			495	5	499	5	RC with station distance	1	15712		S	P	P/F	400	1,5	8	7	10	8	ŽS-I	
		3,744	259+600	VELIKA ŽUPA	3	S	M	D4							RC with station distance		15719				P							ŽS-I	
		5,041	264+641	LUČICE	2	S	M	D4	50		553	3	552	3	RC with station distance	1	15713			U	P	350	1,5	10	1	10	1	ŽS-I	505,2
		8,688	273+329	BRODAREVO	2	S	M	D4			738	1	696	1	RC with station distance	1	15714			U	P	400	2	9	0	9	-	ŽS-I	561,5
		11,864	285+193	VRBNICA	1	S	M	D4			547	3	544	3	RC with station distance	1	15715			P	P	400	0	5	6	5	6	ŽS-I	553,7
		2,245	287+438	STATE BORDER	13	S	M	D4							station distance		15723							8	5	8	5	ŽS-I	
109 Lapovo - Kraljevo - Lešak - Kosovo Polje - Đeneral Janković - state border - (Volkovo)																															
			0+666	LAPOVO	1				65		530	2 and 3	563	5 and 6		1	13450			P	P								
		2,739	3+405	BATOČINA	1	S	M	C3			660	2	660	2	station distance	8	13201		S	P	P/F	250	2,4	2	2	3	3	ŽS-I	109
		4,895	8+300	GRADAC	3	S	M	C3							station distance		13202				P							ŽS-I	
03.03.		3,984	12+284	BADNjEVAC	1	S	M	C3			722	3	722	3	station distance	8	13203			U	P	550	3,2	5	0	6	-	ŽS-I	129,5
1887.		3,516	15+800	RESNIK KRAGUJEVAČKI	3	S	M	C3							station distance		13204				P							ŽS-I	
		2,651	18+451	MILATOVAC	3	S	M	C3	100						station distance		13205				P							ŽS-I	
		2,149	20+600	CVETOJEVAC	3	S	M	C3							station distance		13206				P							ŽS-I	
		1,735	22+335	JOVANOVAC	1	S	M	C3			734	3	734	3	station distance	8	13207			U	P	550	7,1	8	3	10	4	ŽS-I	153,0
		6,494	28+829	KRAGUJEVAC	1	S	M	C3			844	3	844	3	station distance	6	13250		S	P	P/F	550	2,0	8	2	9	3	ŽS-I	171,6
		2,471	31+300	ZAVOD	3	S	M	C3							station distance		13209				P							ŽS-I	
		2,800	34+100	GROŠNICA	1	S	M	C3			558	2	558	2	station distance	8	13210		S	P	P/F	300	4,3	7	0	8	-	ŽS-I	200,1
		5,451	39+551	DRAGOBRAĆA	1	S	M	C3			632	2	632	2	station distance	8	13211		S	U	P	300	7,0	10	0	11	-	ŽS-I	236,5
		5,049	44+600	VUČKOVICA	3	S	M	C3							station distance		13212				P							ŽS-I	
		2,986	47+586	KNIĆ	1	S	M	C3			614	2	614	2	station distance	8	13213		S	P	P/F	300	4,2	12	10	12	12	ŽS-I	241,9
		5,888	53+474	GRUŽA	1	S	M	C3			620	2	620	2	station distance	8	13214		S	U	P	375	2,4	3	3	4	4	ŽS-I	239
22.12.		7,124	60+598	GUBEREVAC	1	S	M	C3	40		591	3	566	3	station distance	1	13215		S	P	P/F	300	2,0	1	8	3	9	ŽS-I	216
1929.		1,502	62+100	TOMIĆA BRDO	3	S	M	C3							station distance		13221				P							ŽS-I	
		4,235	66+335	VITKOVAC	1	S	M	C3			597	2	597	2	station distance	8	13216		S	U	P/F	300	4,5	2	4	3	5	ŽS-I	210,3
		3,746	70+081	MILAVČIĆI	3	S	M	C3							station distance		13217				P							ŽS-I	
		3,854	73+935	VITANOVAC	1	S	M	C3			746	2	746	2	station distance	8	13218		S	P	P/F	300	1,8	0	7	-	8	ŽS-I	187,7
		5,165	79+100	ŠUMARICE	3	S	M	C3							station distance		13219				P							ŽS-I	
		2,800	81+900	SIRČA	3	S	M	C3							station distance		13220				P							ŽS-I	
		2,844	84+744	KRALjEVO	1	S	M	C3			738	4	738	4	station distance	4	13251		S	P	P/F	290	1,0	7	1	8	8	ŽS-I	202,4

Date of handover to public transport																													
Right track	Left track	Distance in km	Chainage	Name of service point	Type of service point	Single/double-track line	Class of railway line	Railway line category	Maximum permitted speed		Direction A→B		Direction B→A		Manner of traffic regulation	Manner of securing the service point	Service point code - UIC	Freight car scales	Side-/end-loading platform	Occupancy of service point	Open for the acceptance and dispatching of passengers/freight operations	Minimum curve radius	Gradient of the station [‰]	Ruling gradient		Ruling resistance of the line [daN]		Loading gauge	Altitude
									Right track	Left track	Maximum permitted train length	Tracks for acceptance of the longest trains	Maximum permitted train length	Tracks for acceptance of the longest trains										Incline	Slope	←	→		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
		0,970	85+714	JUNCTION POINT 72 KRALjEVO	12	S	M	C3							station distance													ŽS-I	
24.05. 1931.		8,199	93+913	MATARUŠKA BANjA	1	S	M	C3			631	3	631	3	station distance	8	12101		S	P	P/F	300	0,4	5	0	6	-	ŽS-I	271,4
		3,487	97+400	PROGORELICA	3	S	M	C3							station distance		12102				P							ŽS-I	
		3,499	100+899	BOGUTOVAČKA BANjA	1	S	M	C3			727	2	727	2	station distance	4	12103			T	P	300	0,8	5	3	5	5	ŽS-I	233,4
07.08. 1931.		7,962	108+861	DOBRE STRANE	2	S	M	C3			630	2	630	2	station distance	4	12104			U	P	300	6,7	6	0	8	-	ŽS-I	262,7
		9,252	118+113	POLUMIR	1	S	M	C3	40 (50)		658	2	658	2	station distance	3	12105			U	P	250	1,0	7	1	9	9	ŽS-I	304,2
		5,487	123+600	PUSTO POLjE	3	S	M	C3							station distance		12116				P							ŽS-I	
		3,693	127+293	UŠĆE	1	S	M	C3			586	2	586	2	station distance	2	12106		S	P	P/F	300	7,0	6	0	8	-	ŽS-I	343,1
		5,507	132+800	LOZNO	3	S	M	C3							station distance		12115				P							ŽS-I	
07.08. 1931.		3,323	136+123	JOŠANIČKA BANjA	1	S	M	C3			644	3	644	3	station distance	8	12107		S	P	P/F	270	4,1	7	0	8	-	ŽS-I	379,8
		2,190	138+313	PISKANjA	8	S	M	C3			1005	1	1005	1	station distance	3	12108			T	P/F	300		4	0	5	-	ŽS-I	
		5,140	143+453	BRVENIK	1	S	M	C3			576	2	576	2	station distance	8	12109			P	P/F	250	2,2	4	0	5	-	ŽS-I	393
		4,147	147+600	RVATI	3	S	M	C3							station distance		12110				P							ŽS-I	
		4,710	152+310	RAŠKA	1	S	M	C3	50 (60)		657	2	677	2	station distance	5	12111		S	P	P/F	300	0,4	4	1	5	5	ŽS-I	406,3
12.02. 1931.		5,390	157+700	KAZNOVIĆI	3	S	M	C3							station distance		12112				P							ŽS-I	
		4,288	161+988	RUDNICA	1	S	M	C3			638	2	638	2	station distance	8	12113		S	U	P/F	300	4,8	4	3	6	6	ŽS-I	416,5
		2,412	164+400	ADMINISTRATIVE LINE	13	S	M	C3							station distance							300						ŽS-I	
		1,200	165+600	DONjE JARINjE	3	S	M	C3							station distance		12117				P							ŽS-I	
		3,324	168+924	JERINA	3	S	M	C3							station distance		12114				P							ŽS-I	
		3,376	172+300	LEŠAK	1	S	M	C3			479	2	473	2	station distance	1	12001			P	P/F	300	0,0	6	0	8	-	ŽS-I	441
		5,600	177+900	DREN	3	S	M	D3							station distance		12002				P							ŽS-I	
		4,900	182+800	LEPOSAVIĆ	1	S	M	D3			619	2 and 3	579	3	station distance	1	12003		S	P	P/F	300	0,0	6	2	8	4	ŽS-I	454
		5,200	188+000	PRIDVORICA	3	S	M	D3							station distance		12021				P							ŽS-I	
12.02. 1931.		0,500	188+500	SOČANICA	3	S	M	D3	50						station distance		12004				P							ŽS-I	
		3,800	192+300	IBARSKA SLATINA	1	S	M	D3			587	3	576	3	station distance	1	12005		S	P	P/F	300	0,0	5	1	8	4	ŽS-I	470
		3,400	195+700	PLANDIŠTE	3	S	M	D3							station distance		12019				P							ŽS-I	
		6,300	202+000	BANjSKA	1	S	M	D3			540	3	539	3	station distance	1	12006		S	U	P/F	300	2,0	5	1	7	3	ŽS-I	491
		6,200	208+200	VALAČ	8	S	M	D3			551	1	545	1	station distance	1	12007		S	U	P/F	300	0,0	4	3	5	4	ŽS-I	495
		2,700	210+900	ZVEČAN	1	S	M	D3			630	1	640	1	station distance	10	12008		S	P	P/F	300	0,0	3	0	4	5	ŽS-I	496,6
		2,367	213+267	JUNCTION POINT	12	S	M	D3							station distance													ŽS-I	
		*0,120	0+120	KOSOVSKA MITROVICA SEVER		S	M	D3	10		137	1	140	1	station distance	10	12022			U	P	300						ŽS-I	497
110 Subotica - Bogojevo - state border - (Erdut)																													
			41+076	STATE BORDER	13				30 (40)								25471												93,7
		2,739	43+815	BOGOJEVO	1	S	M	C3			730	3 and 4	732	3 and 4	station distance	1	25470		S	P	P/F	3000	0,2	0	5	-	5	ŽS-I	85,1
20.11. 1870.		6,252	50+067	SONTA	1	S	M	D3			513	2 and 3	573	2 and 3	station distance	5	25501			U	P	2000	0,2	1	1	1	1	ŽS-I	85,3
		0,541	50+608	OPEN LINE JUNCTION SONTA	6	S	M	D3							station distance													ŽS-I	
		8,028	58+636	PRIGREVICA	1	S	M	D3			488	2 and 3	511	2 and 3	station distance	5	25502			T	P/F	2000	0,0	3	1	3	1	ŽS-I	86,6
		7,444	66+080	BUKOVAČKI SALAŠI	1	S	M	D3			623	2 and 3	623	2 and 3	station distance	5	25503			P	P/F	1900	0,4	3	5	3	5	ŽS-I	87,8
		7,379	73+459	SOMBOR	1	S	M	D3			505	3 and 4	505	3 and 4	station distance	4	25550	Yes	S/E	P	P/F	1090	0,0	6	5	6	5	ŽS-I	88,2
		9,910	83+369	SVETOZAR MILETIĆ	1	S	M	D3			524	2 and 3	524	2 and 3	station distance	5	24401			P	P	900	0,9	3	1	3	1	ŽS-I	89,8
		14,132	97+501	ALEKSA ŠANTIĆ	1	S	M	D3			522	2 and 3	522	2 and 3	station distance	5	24403			U	P	3000	0,0	6	1	6	1	ŽS-I	119,6
		7,671	105+172	BAJMOK	1	S	M	D3	40 (50)		525	3 and 4	506	3 and 4	station distance	5	24404			P	P/F	3000	1,3	3	5	3	5	ŽS-I	118,3
11.11. 1869.		6,673	111+845	SKENDEREVO	3	S	M	D3							station distance		24405					1900						ŽS-I	124,6
		3,529	115+374	TAVANKUT	1	S	M	D3			617	2 and 3	617	2 and 3	station distance	5	24406			U	P/F		2,5	4	4	4	4	ŽS-I	124,7
		3,183	118+557	LjUTOVO	3	S	M	D3							station distance		24407											ŽS-I	124,5
		5,204	123+761	ŠEBEŠIĆ	1	S	M	D3			716	2 and 3	733	2 and 3	station distance	5	24408			P	P/F		2,5	3	3	3	3	ŽS-I	127
		4,460	128+221	SUBOTICA PREDGRAĐE	3	S	M	D3							station distance		24409											ŽS-I	119,3
		3,651	131+872	SUBOTICA	1	S	M	D3			594	2 and 3	594	2 and 3	station distance	4	23450		S/E	P	P/F	610	1,0	3	6	3	6	ŽS-I	113,2

Date of handover to public transport									Maximum permitted speed		Direction A→B		Direction B→A																	
Right track	Left track	Distance in km	Chainage	Name of service point	Type of service point	Single/double-track line	Class of railway line	Railway line category	Right track	Left track	Maximum permitted train length	Tracks for acceptance of the longest trains	Maximum permitted train length	Tracks for acceptance of the longest trains	Manner of traffic regulation	Manner of securing the service point	Service point code - UIC	Freight car scales	Side-/end-loading platform	Occupancy of service point	Open for the acceptance and dispatching of passengers/freight operations	Minimum curve radius	Gradient of the station [‰]	Ruling gradient		Ruling resistance of the line [daN]		Loading gauge	Altitude
																								Incline	Slope	←	→		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
111 Beograd MARSHALLING YARD "A" - Ostružnica - Batajnica																													
			0+000	BEOGRAD MARSHALLING YARD A	1								789	7 and 8		1	16201			P	F								
28.05. 1967.		3,300	3+300	OSTRUŽNICA	1	S	M	D4	30				750	2 and 3	station distance	1	16202		S	P	F	600	0,0	7	1	8	2	ŽS-I	
		11,200	14+500	SURČIN	1	S	M	D4			733	3	733	3	station distance	1	16203		S	P	F		0,0	5	5	5	5	ŽS-I	
		11,158	25+658	BATAJNICA	1	S	M	D4			853	3	862	4	station distance	1	16204		S	P	P/F	300	0,0	2	6	2	7	ŽS-I	
112 Beograd MARSHALLING YARD "B" - Ostružnica																													
02.08.			0+000	BEOGRAD MARSHALLING YARD B	1				50							1	16201	Yes		P	F			7	1	9	2	ŽS-I	
1970.		5,902	5+902	OSTRUŽNICA	1	S	M	D4			750	2	750	2	station distance	1	16202		S	P	F	300							
Distance between Belgrade Marshalling Yard B and Belgrade Marshalling Yard A via junction points 302, 300 and track loco Makiš 2 is 2914m																													
113 Beograd marshalling yard "A" - Open line junction "B" - Open line junction "K/K1" - Resnik																													
02.08.			0+000	BEOGRAD MARSHALLING YARD A	1								789	6 and 7		1	16201			P	F								
1970.		2,776	2+776	OPEN LINE JUNCTION B	6	S	M	D4	60						station distance	1				U		350		15	0	17	-	ŽS-I	
28.05.		6,081	8+857	OPEN LINE JUNCTION K	6	S	M	D4							station distance	1				U		500		9	7	10	8	ŽS-I	
1967.		1,562	10+419	RESNIK	1	S	M	D4	50		730	3	730	3	station distance	1	15501		S	P	P/F	350		1	9	1	11	ŽS-I	
114 Ostružnica - Open line junction "B" - (Open line junction "K/K1")																													
28.05.			0+000	OSTRUŽNICA	1				50		845	3 and 4	845	2,3 and 4		1	16202		S	P	F								
1967.		2,121	2+121	OPEN LINE JUNCTION B	6	S	M	D4							station distance	1				U		600		2	3	3	4	ŽS-I	
115 Beograd marshalling yard "B" - Open line junction "R" - Open line junction "A" - (Resnik)																													
			1+772	BEOGRAD MARSHALLING YARD B	1											1	16201	Yes		P	F								
02.08. 1970.		3,123	4+895	OPEN LINE JUNCTION R	6	S	M	D4	30						station distance	1						400	7,0	6	1	6	1	ŽS-I	
		1,414	6+309	OPEN LINE JUNCTION A	6	S	M	D4							station distance	1							5,6	2	1	4	1	ŽS-I	
116 (Beograd marshalling yard "B") - Open line junctionN "R" - Rakovica																													
20.10.			4+895	OPEN LINE JUNCTION R	6				30							1													
1988.		0,903	5+798	RAKOVICA	1	S	M	D4			702	4	702	5	station distance	1	16103			P	P	300		7	5	7	5	ŽS-I	
117 Beograd marshalling yard "A" - Open line junction "T" - Rakovica																													
			5+250	BEOGRAD MARSHALLING YARD A	1	S	M	D4	30				789	8 and 9		1	16021			P	F							ŽS-I	
02.03. 1970.		5,250	0+000	OPEN LINE JUNCTION T	6	S	M	D4							station distance	1						500		3	6	4	6	ŽS-I	
		*3,129	5+612	RAKOVICA	1	S	M	D4	20		702	4	702	5	station distance	1	16103			P	P	300		3	8	4	8	ŽS-I	
Distance between the open line junction T and Ostružnica station is 5604 m																													
118 Beograd marshalling yard "B" - Open line junction "T" - (Rakovica)																													
02.03.			1+774	BEOGRAD MARSHALLING YARD B	1				30							1	16201	Yes		P	F								
1970.		0,709	2+483	OPEN LINE JUNCTION T	6	S	M	D4							station distance	1								5	1	6	1	ŽS-I	
119 Connecting track at the area of the Open line junction "K/K1": (Open line junction "B") - turnout "K" - turnout "K1" - (Jajinci)																													
28.05.			8+872	OPEN LINE JUNCTION K	6				60							1				U									
1967.		0,463	9+335	OPEN LINE JUNCTION K1	6	S	M	D4							station distance	1				U		600	0,0	0	2	-	2	ŽS-I	
120 (Open line junction Pančevački most) - Open line junction Karađorđev park - Open line junction Dedinje - (Open line junction G)																													
			0+000	KARAĐORĐEV PARK	7				50	50						1	16053				P								
		1,491	1+491	DEDINjE	6	D	M	D4							AB with T WT	1						180		2	5	4	-	ŽS-I	
121 Inđija - Golubinci																													
			0+896	INĐIJA	1				80	80	644	1 and 2	566	3 and 4		11	16801			P	P		5,5							111
10.12. 1883.		*1,949	1+949	INĐIJA TT	14	D	M	D3							AB							500		0/2	7/8	2/4	9/11	ŽS-I	
		*3,527	4+708	GOLUBINCI	1	S	M	D3	80		655	2 and 3	749	4 and 5	AB	1	16505			P	P/F	3000	0,0	3	5	7	7	ŽS-I	101,6
122 Novi Sad - Novi Sad marshalling yard - Open line junction Sajlovo																													
			0+000	JUNCTION POINT 6 NOVI SAD	12											1							0,0							82,6
09.12. 1992.		1,850	1+850	NOVI SAD MARSHALLING YARD	1	S	M	D3	50		798	1 and 2	798	1 and 2	station distance	4	16871	Yes		P	F	400		3	1	3	2	ŽS-I	
		1,827	3+677	SAJLOVO	4	S	M	D3							block post distance	1	23301			P		700	4,5	3	2	3	3	ŽS-I	84,5
123 Deviation track of the station Mala Krsna: (Kolari) - junction point 1 - junction point 28 - (Osipaonica)																													
			0+000	JUNCTION POINT 1 MALA KRSNA	12				100							1													
		2,314	2+314	JUNCTION POINT 28 MALA KRSNA	12	S	M	D4							RC with AB	1						1000		0	2	-	2	ŽS-I	

Date of handover to public transport										Maximum permitted speed		Direction A→B		Direction B→A																	
Right track	Left track	Distance in km	Chainage	Name of service point	Type of service point	Single/double-track line	Class of railway line	Railway line category		Right track	Left track	Maximum permitted train length	Tracks for acceptance of the longest trains	Maximum permitted train length	Tracks for acceptance of the longest trains	Manner of traffic regulation	Manner of securing the service point	Service point code - UIC	Freight car scales	Side-/end-loading platform	Occupancy of service point	Open for the acceptance and dispatching of passengers/freight operations	Minimum curve radius	Gradient of the station [‰]	Ruling gradient		Ruling resistance of the line [daN]		Loading gauge	Altitude
																									Incline	Slope	↓	↑		
1	2	3	4	5	6	7	8	9	10		11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
124 Open line junction Lapovo Varoš - Lapovo marshalling yard - Lapovo																														
14.7.1943.			0+000	LAPOVO VAROŠ	7												1	13405			P	P								102,6
		2,100	2+100	LAPOVO MARSHALLING YARD	1	D	M	D4	10		10	849	7 and 8	836	9 and 10	station distance	4	13407	Yes	S	P	F	500	3,0	1	0	2	-	ŽS-I	
		1,688	3+788	LAPOVO	1	D	M	D4				664	5	563	6	station distance	1	13450			P	P	500	0,0	3	0	4	-	ŽS-I	105,5
125 Trupale - Niš marshalling yard - Međurovo																														
			235+243	TRUPALE	1							744	3	738	4		1	12516		S	P	P/F								
1942.		2,934	238+177	NIŠ MARSHALLING YARD	1	S	M	D4	30			733	8	885	9	AB	1	12601	Yes		P	P/F	300		3	4	3	6	ŽS-I	
		1,103	239+280	OPEN LINE JUNCTION MOST	6	S	M	D4								AB	1						1000		0	3			ŽS-I	
		1,988	241+268	MEĐUROVO	1	S	M	D4				580	1	543	1	AB	1	12301			P	P	450		3	6	1	5	ŽS-I	
126 Crveni krst - Niš marshalling yard																														
1942.			0+099	CRVENI KRST	1				30			686	3	662	3		1	12550		S	P	P/F								188,8
		3,134	3+233	NIŠ MARSHALLING YARD	1	S	M	D4				733	8	885	9	AB	1	12601	Yes		P	P/F	605	4,0	0	7	0	7	ŽS-I	187,7
127 Niš - Open line junction most - (Niš marshalling yard)																														
1942.			244+632	NIŠ	1				30			490	3	488	3		1	12551		S/E	P	P/F								
		3,000	247+632	OPEN LINE JUNCTION MOST	6	S	M	D4								AB	1						400		5	5	2	7	ŽS-I	
128 Connecting track of the station Niš: (Crveni krst) - junction point 2 - junction point 4 - (Čele kula)																														
01.06.			0+000	JUNCTION POINT 3 NIŠ	12				30								1													
1887.		0,572	0+572	JUNCTION POINT 4 NIŠ	12	S	M	D4								AB	1						293		5	5	5	6	ŽS-I	
Novi Sad-Sajlovo CL 1																														
			0+000	NOVI SAD	1							492	4 and 5	493	4 and 5		11	16808		S	P	P		0,0						82,6
		*2,370	1+995	NOVI SAD TPS	3				65								11								9	10	10	11		
		0,206	2+201	KM 002+201 SC	9																									
		*1,100	3+336	SAJLOVO	4	S	M		80							station distance	11	23301			P		293	4,5	5	0	5	1	ŽS-I	84,5
Novi Sad-Sajlovo CL 2																														
			0+000	NOVI SAD	1							492	4 and 5	493	4 and 5		11	16808		S	P	P		0,0						82,6
		*2,370	1+995	NOVI SAD TPS	3				80																1	3	1	4		
		*1,306	3+336	SAJLOVO	4	S	M									station distance	11	23301			P		293	4,5	5	0	5	1	ŽS-I	84,5
Sajlovo - Rumenka RF																														
			0+000	SAJLOVO	4				80								11	23301			P			4,5						84,5
		0,285	0+285	KM 000+285 SC	9																									
		*3,062	3+323	RUMENKA	1	S	M		100			650	3 and 4	746	1 and 2	RC with station distance	11				U		293	0,0	4	5	5	5	ŽS-I	84,73
Sajlovo - Rumenka LF																														
			0+000	SAJLOVO	4				80								11	23301			P			4,5						84,5
		0,331	0+331	KM 000+331 SC	9																									
		*3,016	3+323	RUMENKA	1	S	M		100			650	3 and 4	746	1 and 2	RC with station distance	11				U		293	0,0	4	7	5	7	ŽS-I	84,73
Vrbas Nova - Vrbas CL R																														
			0+000	VRBAS NOVA	1				60			531	2 and 3	532	4 and 5		11				P	P		0,5						87,58
		*2,248	1+844	VRBAS	1	S	M					943	3 and 4	938	3 and 4	station distance	1	23306		E	T			0,0	1	4	2	5	ŽS-I	84,2
Vrbas Nova - Vrbas CL L																														
			0+000	VRBAS NOVA	1				60			531	2 and 3	532	4 and 5		11				P	P		0,5						87,58
		*2,248	1+844	VRBAS	1	S	M					943	3 and 4	938	3 and 4	station distance	1	23306		E	T			0,0	2	5	4	7	ŽS-I	84,2
Naumovićevo - Aleksandrovo predgrađe - Blok 1 Subotica																														
			166+519	NAUMOVIČEVO	1							907	3 and 4	876	1 and 2		11	23409			U	P		1,0					ŽS-I	109,9
		5,443	171+962	ALEKSANDROVO PREDGRAĐE	5	S	M	D3	30							station distance	7	23410			U								ŽS-I	110,5
		*3,212	175+305	BLOK 1 SUBOTICA		S	M	D3								station distance													ŽS-I	
REGIONAL LINES																														
201 Subotica - Horgoš - state border - (Röszke)																														
			0+000	SUBOTICA	1							594	2 and 3	594	2 and 3		1	23450		S/E	P	P/F		1,0					ŽS-I	113,2
		*1,245	1+082	BLOK 1 SUBOTICA					50																					
		0,731	1+813	KM 1+813 SC	9	S	R	D3								station distance													ŽS-I	
		0,687	2+500	SUBOTICA JAVNA SKLADIŠTA	8	S	R	D4	100			238	1 and 2	238	1 and 2	station distance	1	23706			U		300	0,0	1	5	1	5	ŽS-I	110,4
16.11.		1,348	3+848	KM 3+848 SC	9	S	R	D4								station distance													ŽS-I	

Date of handover to public transport		Distance in km	Chainage	Name of service point	Type of service point	Single/double-track line	Class of railway line	Railway line category	Maximum permitted speed		Direction A→B		Direction B→A		Manner of traffic regulation	Manner of securing the service point	Service point code - UIC	Freight car scales	Side-/end-loading platform	Occupancy of service point	Open for the acceptance and dispatching of passengers/freight operations	Minimum curve radius	Gradient of the station [‰]	Ruling gradient		Ruling resistance of the line [daN]		Loading gauge	Altitude
Right track	Left track								Right track	Left track	Maximum permitted train length	Tracks for acceptance of the longest trains	Maximum permitted train length	Tracks for acceptance of the longest trains										Incline	Slope	←	→		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
1870.		3,810	7+658	PALIĆ	1	S	R	D4	120		654	3 and 4	643	3 and 4	station distance	1	23704			P	P/F	3600	1,8	1	3	1	3	ŽS-I	107,7
		4,099	11+757	HAJDUKOVO	3	S	R	D4							station distance		23703				P	3600							105,7
		3,662	15+419	BAČKI VINOGRADI	2	S	R	D4			677	2 and 3	706	2 and 3	station distance	1	23702			U	P/F		1,8	2	4	2	4	ŽS-I	102,3
		8,599	24+018	HORGOŠ	1	S	R	D4			626	3 and 4	618	3 and 4	station distance	1	23701			P	P/F	1500	2,0	4	4	4	4	ŽS-I	90,7
		3,879	27+897	STATE BORDER	13	S	R	D4							station distance		23199					3600		4	5	4	5	ŽS-I	85,7
202 Pančevo Glavna stanica - Zrenjanin - Kikinda - state border - (Jimbolia)																													
			16+196	PANČEVO GLAVNA	1						845	4 and 5	835	4 and 5		4	22001	Yes	S	P	P/F		0,0					ŽS-I	77
		1,463	17+659	OPEN LINE JUNCTION 2a	6	S	R	D2	50						station distance	4				U		350	0,5						77
		4,675	22+334	JABUKA	1	S	R	D2			409	2 and 3	249	2 and 3	station distance	8	22002			U	P	600	0,0	1	2	1	2	ŽS-I	77
		4,465	26+799	KAČAREVO	1	S	R	D2	50 (70)		473	2 and 3	473	2 and 3	station distance	8	22003		S	U	P/F	300	0,0	2	1	2	1	ŽS-I	80
		7,059	33+858	CREPAJA	1	S	R	A			537	2 and 3	537	2 and 3	station distance	8	22004		S	U	P	500	0,5	1	1	1	2	ŽS-I	82
09.04.		7,467	41+325	DEBELjAČA	1	S	R	A			554	3 and 4	554	3 and 4	station distance	1	22005		S	P	P/F	1000	0,5	1	1	1	1	ŽS-I	82
1884.		4,510	45+835	KOVAČICA	1	S	R	A			534	2 and 3	534	2 and 3	station distance	8	22006		S	U	P/F	1000	0,0	0	0	-	-	ŽS-I	105
		10,436	56+271	UZDIN	1	S	R	A			617	2 and 3	617	2 and 3	station distance	8	22201		S	U	P	400	0,5	4	3	4	3	ŽS-I	70
		5,668	61+939	TOMAŠEVAC	1	S	R	D2			665	2 and 3	665	2 and 3	station distance	7	22202		S	P	P/F	300	0,0	3	4	3	4	ŽS-I	78,0
		2,106	64+045	ORLOVAT STOP	2	S	R	D2			253	1 and 2	253	1 and 2	station distance	10	22203			P	P	300	0,0	4	0	4	-	ŽS-I	80,0
		0,715	64+760	OPEN LINE JUNCTION 1a	6	S	R	A	30 (40)						station distance	10						500	0,0					ŽS-I	81,0
		10,835	75+595	LUKIČEVO	1	S	R	A	60 (80)		524	2 and 3	524	2 and 3	station distance	8	22204		S	T	P/F	650	0,0	5	2	5	2	ŽS-I	81,0
		8,803	84+398	ZRENjANIN FABRIKA	1	S	R	B2			633	2 and 3	633	2 and 3	station distance	4	22501	Yes	S	P	P/F	400	3,0	2	2	2	4	ŽS-I	81,3
04.05.1889.		4,397	88+795	ZRENjANIN	1	S	R	B2	30		585	2 and 3	585	2 and 3	station distance	7	22550			P	P/F	300	0,0	3	4	6	7	ŽS-I	78,9
		8,680	97+475	ELEMIR	1	S	R	B2			629	2 and 3	629	2 and 3	station distance	1	22503		S	P	P/F	500	0,0	5	2	5	2	ŽS-I	77,6
		1,555	99+030	JUNCTION POINT 1R	12	S	R	B2	30						station distance													ŽS-I	
		2,970	102+000	KM 102+000 SC	9	S	R	B2							station distance							1000	0,0					ŽS-I	80,8
		3,815	105+815	MELENCI	1	S	R	B2	30		647	2 and 3	647	2 and 3	station distance	8	22504		S	T	P/F	500	0,0	2	1	2	1	ŽS-I	80,8
		6,887	112+702	KUMANE	1	S	R	B2			519	2 and 3	519	2 and 3	station distance	8	22505		S	T	P/F	550	2,0	0	2	-	2	ŽS-I	77,5
		8,922	121+624	NOVI BEČEJ	1	S	R	A	50 (70)		576	2 and 3	576	2 and 3	station distance	7	22506		S	T	P/F	485	0,0	5	3	5	3	ŽS-I	80,8
		15,514	137+138	BANATSKO MILOŠEVO POLjE	11	S	R	A			537	2 and 3	537	2 and 3	station distance	8	22508			U	P	500	0,0	2	2	2	3	ŽS-I	80,4
		4,153	141+291	BANATSKO MILOŠEVO	1	S	R	A			740	2 and 3	740	2 and 3	station distance	7	22509		S	T	P/F	480	0,0	1	2	1	2	ŽS-I	79,3
		7,309	148+600	DERIĆ	3	S	R	C3	60						station distance		22801					475	0,0					ŽS-I	78,9
		11,514	160+114	KIKINDA	1	S	R	C3			842	1 and 2	842	1 and 2	station distance	4	22850		S	P	P/F	500	0,0	4	6	4	6	ŽS-I	80,0
15.11. 1857.		*10,398	11+099	BANATSKO VELIKO SELO	1	S	R	C3			619	2 and 3	619	2 and 3	station distance	9	22803		S	T	F	1903	0,0	1	1	1	1	ŽS-I	80,5
		3,324	14+423	STATE BORDER	13	S	R	C3							station distance		22899							0	0	-	-	ŽS-I	
203 Beograd Donji Grad (км 7+041) - Beograd Dunav - Open line junction Pančevački most - LINE CLOSED FOR TRAFFIC																													
204 Topčider (км 4+195) - Open line junction „G" - (Rakovica)																													
17.09. 1934. 03.09. 1884.			5+700	TOPČIDER TERETNA	1				20	20			615	12	station distance	3	16104			U								ŽS-I	
		1,095	6+795	OPEN LINE JUNCTION G	6	D	R	D4							station distance	1								2	0	3	-	ŽS-I	
205 Banatsko Miloševo - Senta - Subotica																													
15.09.			0+356	BANATSKO MILOŠEVO	1						740	2 and 3	740	2 and 3		7	22509		S	T	P/F		0,0						79,3
1896.		4,749	5+105	BOČAR	8	S	R	C3			568	2 and 3	568	2 and 3	station distance	10	22601		S	U	P	400	0,0	1	3	2	4	ŽS-I	80,4
		5,595	10+700	ESTER	3	S	R	C3							station distance		22602						0,0					ŽS-I	
15.09.		7,363	18+063	PADEJ	1	S	R	C3	60		523	2 and 3	523	2 and 3	station distance	9	22603		S	T	P/F	500	0,0	4	3	6	4	ŽS-I	82,0
1896.		7,167	25+230	OSTOJIĆEVO	8	S	R	C3			570	2	570	2	station distance	10	22604		S	U	P	500	0,0	2	0	2	-	ŽS-I	85,5
		5,946	31+176	ČOKA	1	S	R	C3			619	3 and 4	619	3 and 4	station distance	9	22605		S	T	P/F	800	2,5	6	5	6	5	ŽS-I	84,8
		4,011	35+187	KM 35+187 SC	9	S	R	A							station distance							300	0,0					ŽS-I	
1915.		3,220	38+407	JUNCTION POINT 22 SENTA	12	S	R	A	20						station distance	1							0,0	10	10	10	13	ŽS-I	82,5
		*1,082	0+000	SENTA	1	S	R	A	20 (30)		523	2 and 3	523	2 and 3	station distance	1	23801		S	P	P/F	300		1	1	1	1	ŽS-I	82,5
		1,391	1+391	JUNCTION POINT 23 SENTA	12	S	R	A							station distance	1						300		10	10	10	13	ŽS-I	83,1
		*3,129	42+293	GORNjI BREG	3	S	R	A							station distance		23802					400						ŽS-I	89,6
		6,917	49+210	BOGARAŠ	3	S	R	A							station distance		23803					1000	3,0	7	0	7	-	ŽS-I	103,9
14.11.		5,013	54+223	DOLINE	3	S	R	A							station distance		23804					1000						ŽS-I	106,6
1889.		3,825	58+048	OROM	1	S	R	A			600	2 and 3	600	2 and 3	station distance	4	23805			U	P/F	1000	3,2	2	2	2	2	ŽS-I	108,4
		4,023	62+071	GABRIĆ	3	S	R	A							station distance		23806					3000		3	2	3	2	ŽS-I	109,6
		2,521	64+592	BIKOVO	3	S	R	A							station distance		23807							2	2	2	2	ŽS-I	109,4
		12,093	76+685	SUBOTICA	1	S	R	A			594	2 and 3	594	2 and 3	station distance	4	23450		S/E	P	P/F	500	1,0	6	2	6	2	ŽS-I	113,2

Date of handover to public transport									Maximum permitted speed		Direction A→B		Direction B→A																	
Right track	Left track	Distance in km	Chainage	Name of service point	Type of service point	Single/double-track line	Class of railway line	Railway line category	Right track	Left track	Maximum permitted train length	Tracks for acceptance of the longest trains	Maximum permitted train length	Tracks for acceptance of the longest trains	Manner of traffic regulation	Manner of securing the service point	Service point code - UIC	Freight car scales	Side-/end-loading platform	Occupancy of service point	Open for the acceptance and dispatching of passengers/freight operations	Minimum curve radius	Gradient of the station [‰]	Ruling gradient		Ruling resistance of the line [daN]		Loading gauge	Altitude
																								Incline	Slope	←	→		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
206 Pančevo Varoš - Open line junction 2a - (Jabuka)																													
09.04.			0+275	PANČEVO VAROŠ	1				50		506	2 and 3	506	2 and 3			21001		S	P	P/F		0,45							77
1894.		1,264	1+539	OPEN LINE JUNCTION 2a	6	S	R	D2							station distance					U		500	0,5	1	1	1	1	ŽS-I	77
207 Novi Sad - Odžaci - Bogojevo																													
			0+000	SAJLOVO	4	S	R									1	23301			P									
		*6,029	9+100	VETERNIK	3	S	R	C3	50						station distance												ŽS-I	
		3,454	12+554	FUTOG	1	S	R	C3			544	2 and 3	544	2 and 3	station distance	8	24003		S	T	P/F	100	0,0	5	7	7	9	ŽS-I	81,3
		12,557	25+111	PETROVAC-GLOŽAN	1	S	R	D3			624	2 and 3	624	2 and 3	station distance	4	24004		S	P	P/F	300	0,0	4	3	5	5	ŽS-I	84,9
		4,431	29+542	BAČKI MAGLIĆ	10	S	R	D3			710	1 and 2	710	1 and 2	station distance	10	24005		S	U	P	400	1,0	4	4	5	4	ŽS-I	84,8
		6,550	36+092	GAJDOBRA	1	S	R	D3[2)]	100		387	2 and 3	387	2 and 3	station distance	7	24001		S	T	P/F	450	0,0	1	0	2	3	ŽS-I	85,6
		8,132	44+224	PARAGE	3	S	R	D3[2)]							station distance		25001				P	900	1,0					ŽS-I	85,9
		6,223	50+447	RATKOVO	1	S	R	D3			744	2 and 3	744	2 and 3	station distance	4	25002		S	P	P/F		1,0	1	0	1	-	ŽS-I	85,7
		8,556	59+003	ODŽACI	1	S	R	D3[2)]			457	2 and 3	457	2 and 3	station distance	7	25003			P	P	300	0,0	1	2	1	2	ŽS-I	84,4
		2,237	61+240	ODŽACI KALVARIJA	10	S	R	D3[2)]	65		240	1 and 2	240	1 and 2	station distance	10	25401		S	U	P	300	1,0	1	0	3	1	ŽS-I	85
24.12.		4,208	65+448	KARAVUKOVO	1	S	R	D3[2)]			686	2 and 3	693	2 and 3	station distance	1	25402		S	P	P/F	300	2,0	1	0	3	-	ŽS-I	85,4
1908.		7,023	72+471	BOGOJEVO SELO	3	S	R	D3[2)]	100						station distance		25403											ŽS-I	
		4,214	76+685	BOGOJEVO	1	S	R	D3			730	3 and 4	732	3 and 4	station distance	1	25470		S	P	P/F			2	2	3	2	ŽS-I	
1) At the area of service points Gajdobra, Odžaci and Karavukovo line category A																													
208 (Novi Sad) -Open line junction Sajlovo - Rimski šančevi - Orlovat stajalište																													
31.05.			0+000	SAJLOVO	4				40						station distance	1	23301			P			4,0					ŽS-I	86,4
1964.		*6,479	10+148	RIMSKI ŠANČEVI	1	S	R	C3			558	2 and 3	558	2 and 3	station distance	7	23001		S	P	P/F	450	2,0	5	5	6	5	ŽS-I	83,1
		*2,984	14+608	OPEN LINE JUNCTION 1	6	S	R	C3							station distance	10												ŽS-I	
		1,143	15+751	OPEN LINE JUNCTION 2 (UKINUTO)											station distance													ŽS-I	
02.07.		4,818	20+569	KAĆ	1	S	R	A			593	2 and 3	593	2 and 3	station distance	8	22311		S	U	P/F	1000	1,0	3	5	4	5	ŽS-I	81,8
1889.		4,649	25+218	BUDISAVA	10	S	R	A	60 (80)		533	2 and 3	533	2 and 3	station distance	10	22310			U		1000	0,0	2	4	2	4	ŽS-I	81,5
		7,006	32+224	ŠAJKAŠ	1	S	R	A			548	2 and 3	548	2 and 3	station distance	8	22309		S	U	P/F	1000	0,0	2	1	3	1	ŽS-I	81
02.07.		6,170	38+394	VILOVO/GARDINOVCI	10	S	R	A							station distance					U	P	500	0,0	2	4	2	4	ŽS-I	78,6
1889.		5,451	43+845	LOK	3	S	R	A							station distance		22307				P	400	1,0					ŽS-I	78,4
		5,587	49+432	TITEL	1	S	R	A			573	2 and 3	573	2 and 3	station distance	4	22306		S	T	P/F	450	0,0	5	3	5	3	ŽS-I	88,4
15.07.		1,700	51+132	DONJI TITEL	3	S	R	A							station distance		22305				P	700	0,0					ŽS-I	77,4
1927.		2,713	53+845	KNIĆANIN	3	S	R	A							station distance		22304				P	950	3,0					ŽS-I	77,4
		4,330	58+175	PERLEZ	1	S	R	A	60 (80)		804	2 and 3	804	2 and 3	station distance	5	22303		S	U	P	400	0,0	10	8	11	9	ŽS-I	79,8
15.09.		7,347	65+522	FARKAŽDIN	1	S	R	A			787	2 and 3	787	2 and 3	station distance	5	22302		S	U	P	400	4,0	3	1	5	3	ŽS-I	82,8
1925.		9,859	75+381	ORLOVAT	1	S	R	A			555	2 and 3	555	2 and 3	station distance	10	22301		S	U		400	0,0	4	5	4	5	ŽS-I	80,5
		0,875	76+256	ORLOVAT STOP	2	S	R	A	30		253	1 and 2	253	1 and 2	station distance	10	22203			P	P	300	0,0	6	4	6	5	ŽS-I	80
209 Novi Sad MARSHALLING YARD - Sajlovo Open line junction																													
			1+141	NOVI SAD MARSHALLING YARD	1				10							4	16871	Yes			F								
		0,454	1+595	NOVI SAD LOKOTERETNA		S	R	C3							station distance						F							ŽS-I	
		*2,048	2+185	SAJLOVO	4	S	R	C3	20						block post distance	1	23301			P				3	0	4	-	ŽS-I	
210 Orlovat - Open line junction 1a - (Lukićevo)																													
			75+915	ORLOVAT	1				30		555	2 and 3	555	2 and 3		10	22301		S	U			0,0						80,3
11.09. 1935.		0,630	76+545	OPEN LINE JUNCTION ORLOVAT 1a	6	S	R	A							station distance	10						300	0,0	2	0	5	-	ŽS-I	80,9
211 Ruma - Šabac - Open line junction Donja Borina - state border - (Zvornik Novi)																													
			0+517	RUMA	1						639	5 and 6	639	5 and 6		1	16550		S	P	P/F		0,0						101,0
05.11.		10,827	11+344	BUĐANOVCI	1	S	R	D3			607	2 and 3	607	2 and 3	station distance	3	16601		S	U	P	300	0,0	0	6	-	7	ŽS-I	80,9
1901.		5,331	16+675	NIKINCI	8	S	R	D3							station distance	10	16602		S		P	500	0,0	2	2	3	3	ŽS-I	81,6
		4,669	21+344	PLATIČEVO	1	S	R	D3	70 (80)		628	2 and 3	628	2 and 3	station distance	3	16603		S	P	P/F	500	0,0	1	1	2	2	ŽS-I	81,8
		7,556	28+900	KLENAK	3	S	R	D3							station distance		16604		S		P	500	0,0					ŽS-I	80,0
		2,473	31+373	OPEN LINE JUNCTION 1	6	S	R	D3							station distance	1						400						ŽS-I	79,2

Date of handover to public transport		Distance in km	Chainage	Name of service point	Type of service point	Single/double-track line	Class of railway line	Railway line category	Maximum permitted speed		Direction A→B		Direction B→A		Manner of traffic regulation	Manner of securing the service point	Service point code - UIC	Freight car scales	Side-/end-loading platform	Occupancy of service point	Open for the acceptance and dispatching of passengers/freight operations	Minimum curve radius	Gradient of the station [‰]	Ruling gradient		Ruling resistance of the line [daN]		Loading gauge	Altitude
Right track	Left track								Right track	Left track	Maximum permitted train length	Tracks for acceptance of the longest trains	Maximum permitted train length	Tracks for acceptance of the longest trains										Incline	Slope	←	→		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
03.06. 1934.		0,579	31+952	OPEN LINE JUNCTION 2	6	S	R	D3							station distance	1						600						ŽS-I	79,1
		0,763	32+715	ŠABAC	1	S	R	D3			467	2 and 3			station distance	2	16350		S/E	P	P/F	300	0,0	7	7	7	7	ŽS-I	78,5
		0,980	33+695	ŠABAC (end km)		S	R	A	50						station distance													ŽS-I	
			0+712	OPEN LINE JUNCTION 2	6	S	R	D3							station distance	1												ŽS-I	79,1
		0,682	1+394	OPEN LINE JUNCTION 3	6	S	R	D3							station distance	1						300						ŽS-I	
		2,606	4+000	MAJUR	3	S	R	D3	70 (80)						station distance		16300				P							ŽS-I	
		3,725	7+725	ŠTITAR	2	S	R	D3			614	1 and 2	614	1 and 2	station distance	8	16301			P	P/F		0,0	3	0	5	-	ŽS-I	82,4
		6,575	14+300	DUBLjE MAČVANSKO	3	S	R	A							station distance		16302				P	700						ŽS-I	85,5
		7,731	22+031	PETLOVAČA	1	S	R	A			497	2 and 3	497	2 and 3	station distance	4	16303			U	P/F	600		2	1	2	2	ŽS-I	91,2
		3,769	25+800	RIBARI	3	S	R	A							station distance		16304				P							ŽS-I	90,8
15.05. 1950.		2,913	28+713	PRNjAVOR MAČVANSKI	1	S	R	A			542	2 and 3	542	2 and 3	station distance	8	16305			U	P/F	700	1,0	2	0	2	-	ŽS-I	96,2
		4,587	33+300	PODRINSKO NOVO SELO	3	S	R	A							station distance		16306				P	700	0,0					ŽS-I	101,9
		1,700	35+000	LEŠNICA	1	S	R	A			614	2 and 3	614	2 and 3	station distance	4	16307			P	P/F		0,0	3	0	3	-	ŽS-I	105,2
		3,900	38+900	JADARSKA STRAŽA	3	S	R	D3							station distance		16308				P	700	0,0					ŽS-I	109,4
		6,500	45+400	LIPNICA	3	S	R	D3	60 (80)						station distance		16309				P	700	0,0					ŽS-I	114,4
		5,996	51+396	LOZNICA	1	S	R	A			853	2 and 3	853	2 and 3	station distance	4	16310		S	P	P/F	700	0,0	4	2	4	4	ŽS-I	122,3
		2,004	53+400	LOZNICA FABRIKA	3	S	R	A							station distance		16311				P	5500	0,0					ŽS-I	121,6
		2,783	56+183	KOVILjAČA	1	S	R	A			574	2 and 3	574	2 and 3	station distance	4	16312			U	P	700	0,0	2	2	3	3	ŽS-I	119,8
		5,517	61+700	GORNjA KOVILjAČA	3	S	R	A							station distance		16313				P/F	500	0,0					ŽS-I	135,6
		3,654	65+354	BRASINA	1	S	R	D3			618	3 and 4	618	3 and 4	station distance	4	16314		S	P	P/F	700	0,0	4	2	5	5	ŽS-I	134,6
15.05. 1950.		2,446	67+800	DONjA BORINA	3	S	R	D3							station distance		16315				P	700						ŽS-I	136,9
		0,885	68+685	OPEN LINE JUNCTION DONjA BORINA	6	S	R	A							station distance	3				P	P	700		4	0	5	-	ŽS-I	137,7
09.03.1978.		*0,800	0+800	STATE BORDER	13	S	R	C3	50						station distance		16319					300		0	4	-	6	ŽS-I	
212 (Platičevo) - Open line junction 1 - Open line junction 3 - (Štitar)																														
			0+000	OPEN LINE JUNCTION 1	6				50							1														79,3
		0,675	0+675	OPEN LINE JUNCTION 3	6	S	R	D3							station distance	1						300		0	0	-	-	ŽS-I	
213 Stalać - Kraljevo - Požega																														
			0+374	STALAĆ	1						582	4				1	13352		S	P	P/F									
		1,026	1+400	GRAD STALAĆ	3	S	R	C3							station distance		12219				P							ŽS-I	
15.05. 1909.		2,487	3+887	MRZENICA	3	S	R	C3	30 (50)						station distance		12201				P							ŽS-I	
		5,083	8+970	MAKREŠANE	3	S	R	C3							station distance		12202				P							ŽS-I	
		2,953	11+923	DEDINA	1	S	R	C3			412	2	412	2	station distance	8	12203		S	U	P/F	200	3,4	7	5	10	10	ŽS-I	144
		2,636	14+559	KRUŠEVAC	1	S	R	C3			714	4	714	4	station distance	4	12204		S	P	P/F	250	0	2	1	2	2	ŽS-I	144
		4,841	19+400	ČITLUK	3	S	R	B2							station distance		12218				P							ŽS-I	
		1,984	21+384	KOŠEVI	1	S	R	B2			586	2	586	2	station distance	2	12205		S	U	P	250	4,4	6	4	7	7	ŽS-I	147,4
		3,924	25+308	GLOBODER	3	S	R	B2							station distance		12206				P							ŽS-I	
		3,709	29+017	STOPANjA	1	S	R	B2			625	3	625	3	station distance	2	12207		S	U	P	700	5,3	5	1	5	5	ŽS-I	153,4
		4,683	33+700	DONjA POČEKOVINA	3	S	R	B2							station distance		12220				P							ŽS-I	
		1,847	35+547	POČEKOVINA	1	S	R	B2			602	3	602	3	station distance	2	12208		S	U	P	200	0,8	7	2	7	7	ŽS-I	167,5
		3,402	38+949	TRSTENIČKI ODžACI	3	S	R	B2							station distance		12209				P							ŽS-I	
01.12. 1958.		3,506	42+455	TRSTENIK	1	S	R	B2			693	3	693	3	station distance	2	12210		S	P	P/F	500	6,2	5	3	5	5	ŽS-I	169,5
		6,745	49+200	VRNjAČKA BANjA	1	S	R	B2	25 (40)		680	3	680	3	station distance	2	12211		S	U	P	500	5,3	4	3	5	5	ŽS-I	174,8
		4,038	53+238	LIPOVA	3	S	R	B2							station distance		12212				P							ŽS-I	
		2,400	55+638	TOMINAC	3	S	R	B2							station distance		12216				P							ŽS-I	
		2,013	57+651	PODUNAVCI	1	S	R	B2			647	3	647	3	station distance	2	12213		S	U	P	500	4,55	6	5	6	6	ŽS-I	186,8
		2,287	59+938	VRANEŠI	3	S	R	B2							station distance		12217				P							ŽS-I	
		2,287	62+225	VRBA	3	S	R	B2							station distance		12214				P							ŽS-I	
		3,656	65+881	RATINA	1	S	R	B2			657	3	657	3	station distance	2	12215		S	U	P	500	0,75	4	4	4	4	ŽS-I	195,2
		3,027	68+908	SIRČA	3	S	R	B2							station distance		13220				P							ŽS-I	
		2,713	71+621	KRALjEVO	1	S	R	B2			738	4	738	4	station distance	4	13251		S/E	P	P/F	300		6	4	7	7	ŽS-I	202,4

Date of handover to public transport		Distance in km	Chainage	Name of service point	Type of service point	Single/double-track line	Class of railway line	Railway line category	Maximum permitted speed		Direction A→B		Direction B→A		Manner of traffic regulation	Manner of securing the service point	Service point code - UIC	Freight car scales	Side-/end-loading platform	Occupancy of service point	Open for the acceptance and dispatching of passengers/freight operations	Minimum curve radius	Gradient of the station [‰]	Ruling gradient		Ruling resistance of the line [daN]		Loading gauge	Altitude
Right track	Left track								Right track	Left track	Maximum permitted train length	Tracks for acceptance of the longest trains	Maximum permitted train length	Tracks for acceptance of the longest trains										Incline	Slope	←	→		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
		0,917	72+538	JUNCTION POINT 73 KRALjEVO	12	S	R	D4							station distance													ŽS-I	
		6,099	78+637	ADRANI	1	S	R	D4			605	3	605	3	station distance	3	13001		S	T	P/F	300	0	3	7	3	9	ŽS-I	198
		2,891	81+528	MRSAĆ	3	S	R	D4							station distance		13002				P							ŽS-I	
		2,913	84+441	SAMAILA	1	S	R	D4			606	3	606	3	station distance	3	13003		S	U	P	600	7	6	2	6	6	ŽS-I	212,4
29.09.		4,169	88+610	GORIČANI	3	S	R	D4							station distance		13004				P							ŽS-I	
1955.		3,650	92+260	MRŠINCI	11	S	R	D4	80		605	3	605	3	station distance	3	13005		S	U	P	600	4,6	7	3	8	8	ŽS-I	228,7
		2,240	94+500	KUKIĆI	3	S	R	D4							station distance		13014				P							ŽS-I	
		1,803	96+303	ZABLAĆE	1	S	R	D4			602	2 and 3	602	2 and 3	station distance	2	13006		S	U	P	900	6,6	4	4	4	4	ŽS-I	228,4
		2,697	99+000	BALUGA	3	S	R	D4							station distance		13012				P							ŽS-I	
		6,541	105+541	ČAČAK	1	S	R	D4			877	2	877	2	station distance	3	13060	Yes	S	P	P/F	500	6,17	5	4	5	5	ŽS-I	237,3
		4,659	110+200	TRBUŠANI	3	S	R	D4							station distance		13010				P							ŽS-I	
28.11.		2,794	112+994	PRIJEVOR	1	S	R	D4			615	3	615	3	station distance	3	13007		S	U	P/F		5,7	6	1	7	7	ŽS-I	250,3
1976.		7,500	120+494	OVČAR BANjA	2	S	R	D4			627	2	627	2	station distance	3	13008			U	P		3,9	8	2	9	9	ŽS-I	291,6
		6,706	127+200	JELEN DO	3	S	R	D4							station distance		13013				P							ŽS-I	
		1,166	128+366	DRAGAČEVO	1	S	R	D4			618	3	618	3	station distance	3	13009		S	P	P/F		3,3	4	1	5	5	ŽS-I	298,2
28.11.		1,534	129+900	GUGALj	3	S	R	D4							station distance		13015				P							ŽS-I	
1976.		3,800	133+700	BORAČKO	3	S	R	D4							station distance		13011				P							ŽS-I	
		2,334	136+034	JUNCTION POINT 54 POŽEGA	12	S	R	D4	100						station distance	1												ŽS-I	
		0,073	136+107	POŽEGA	1	S	R	D4							station distance	1	15150	Yes	S	P	P/F			5	1	5	5	ŽS-I	
214 Connecting track of the station Kraljevo: (Mataruška Banja) - junction point No 72 - junction point No 73 - (Adrani) LINE CLOSED FOR TRAFFIC																													
			0+444	JUNCTION POINT 72 KRALjEVO	12										station distance														
		*0,444	0+000	JUNCTION POINT 73 KRALjEVO	12	S	R	C3	-						station distance													ŽS-I	
215 Connecting track of the station Požega: (Uzići) - junction point No 53 - junction point No 54 - (Dragačevo)																													
25.09. 2001.			0+000	JUNCTION POINT 54 POŽEGA	12				50							1														
		0,752	0+752	JUNCTION POINT 53 POŽEGA	12	S	R	D4								1												ŽS-I	
216 Smederevo - Open line junction Jezava - Radinac - Mala Krsna																													
			-0+870	BEGINNING OF THE LINE																									
		0,813	-0+057	SMEDEREVO	1	S	R	D4			458	3	458	3	station distance	3	13670			P	P/F	185	0,0					ŽS-I	70,9
		*1,832	1+749	OPEN LINE JUNCTION JEZAVA	6	S	R	D4	50						station distance					U								ŽS-I	
10.11.		*1,475	3+250	GODOMIN	3	S	R	D4							station distance		13602				P							ŽS-I	
1888.		3,461	6+711	RADINAC	1	S	R	D4			711	3	743	3	station distance	1	13603			P	P/F	250		12	7	14	8	ŽS-I	85,1
		2,413	9+124	JUNCTION POINT 64 RADINAC	12	S	R	C3							station distance	1												ŽS-I	
		0,342	9+466	VRANOVO	3	S	R	C3	70						station distance		13604				P							ŽS-I	
		1,406	10+872	MALA KRSNA	1	S	R	C3			629	4	633	4	station distance	1	13551		S	P	P/F	450	0,7	6	4	7	4	ŽS-I	83,0
217 Open line junction Jezava - Smederevo luka																													
			0+000	OPEN LINE JUNCTION JEZAVA	6															U									
		2,484	2+484	OPEN LINE JUNCTION JUGOPETROL	6	S	R	D4	-																				
		1,527	4+011	SMEDEREVO LUKA	1	S	R	D4																					
218 Mala Krsna - Bor - open line junction „2" - (Vražogrnac)																													
			71+272	MALA KRSNA	1						629	4	633	4		1	13551		S	P	P/F		0,7						83,0
01.12.		10,928	82+200	LjUBIČEVSKI MOST	3	S	R	D4	40						station distance		14551				P							ŽS-I	
1920.		5,563	87+763	POŽAREVAC	1	S	R	D4			543	2	543	2	station distance	3	14550			P	P/F	350	2,6	1	6	1	7	ŽS-I	

Date of handover to public transport																															
Right track	Left track	Distance in km	Chainage	Name of service point	Type of service point	Single/double-track line	Class of railway line	Railway line category	Maximum permitted speed		Direction A→B		Direction B→A		Manner of traffic regulation	Manner of securing the service point	Service point code - UIC	Freight car scales	Side-/end-loading platform	Occupancy of service point	Open for the acceptance and dispatching of passengers/freight operations	Minimum curve radius	Gradient of the station [‰]	Ruling gradient		Ruling resistance of the line [daN]		Loading gauge	Altitude
									Right track	Left track	Maximum permitted train length	Tracks for acceptance of the longest trains	Maximum permitted train length	Tracks for acceptance of the longest trains										Incline	Slope	←	→		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
		1,337	89+100	JUGOVIĆEVO	3	S	R	B2							station distance		14606				P							ŽS-I	
		0,990	90+090	SOPOT POŽAREVAČKI	3	S	R	B2							station distance	6	14502				P			7	0	8	-	ŽS-I	
		5,542	95+632	BUBUŠINAC/BRATINAC	1	S	R	B2							station distance	8	14503			U	P	300	0,0	0	8	-	10	ŽS-I	76,2
		5,168	100+800	BARE/KASIDOL	3	S	R	D3							station distance		14504				P							ŽS-I	
		1,927	102+727	STIG	1	S	R	D3			540	2	540	2	station distance	8	14505			U	P/F	800	0,0	10	2	10	2	ŽS-I	123,1
		3,623	106+350	MAJILOVAC	3	S	R	D3							station distance		14506				P							ŽS-I	
		2,705	109+055	SIRAKOVO	2	S	R	D3	60 (80)		533	2	533	2	station distance	7	14507			U	P		4,0	10	0	11	-	ŽS-I	175,3
12.03.		7,359	116+414	LjUBINjE	2	S	R	D3			676	2	676	2	station distance	4	14508			U	P		0,0	2	10	2	10	ŽS-I	129,2
1939.		5,858	122+272	ČEŠLjEVA BARA	10	S	R	D3							station distance	10	14509			U	P		0,0					ŽS-I	
		3,766	126+038	RABROVO/KLENjE	1	S	R	D3			604	3	604	3	station distance	8	14510			P	P/F	400	8,5	2	10	2	10	ŽS-I	105,3
		5,762	131+800	MUSTAPIĆ	3	S	R	D3							station distance		14511				P							ŽS-I	
		2,100	133+900	MIŠLjENOVAC	3	S	R	D3							station distance		14522				P							ŽS-I	
		2,167	136+067	ZVIŽD	1	S	R	D3			520	2	520	2	station distance	4	14512			U	P	450	0,0	8	2	9	2	ŽS-I	127,0
		4,583	140+650	KUČEVSKA TURIJA	3	S	R	A							station distance	10	14513				P							ŽS-I	
		3,896	144+546	KAONA	1	S	R	A			636	2	636	2	station distance	7	14514		S	T	P/F	400	1,8	10	2	11	2	ŽS-I	153,0
		4,036	148+582	KUČEVO	1	S	R	A			700	2	700	2	station distance	7	14515			U	P	300	8,0	3	1	3	1	ŽS-I	154,1
		5,034	153+616	NERESNICA	3	S	R	A							station distance		14517				P							ŽS-I	
15.05.		2,876	156+492	NERESNICA	8	S	R	A	50						station distance	10	14523				P		1,5	8	0	8	2	ŽS-I	
1950.		3,208	159+700	VOLUJA	3	S	R	A							station distance		14518				P							ŽS-I	
		3,882	163+582	BRODICA	1	S	R	A			562	3	562	3	station distance	1	14519		S	U	P/F	300	0,0	7	1	9	-	ŽS-I	210,0
29.09.		3,218	166+800	BOSILjKOVAC	3	S	R	A							station distance		14520				P							ŽS-I	
1958.		3,940	170+740	BLAGOJEV KAMEN	3	S	R	A							station distance	10	14521				P							ŽS-I	
		8,112	178+852	MAJDANPEK	1	S	R	A			681	3 and 4	681	3 and 4	station distance	1	14401		S	P	P/F	300	0,0	7	0	9	-	ŽS-I	289,2
		2,948	181+800	DEBELI LUG	3	S	R	C3							station distance		14410				P							ŽS-I	
		5,874	187+674	LESKOVO	2	S	R	C3			631	2 and 3	631	2 and 3	station distance	1	14402		S	U	P	350	2,0	14	0	15	-	ŽS-I	376,9
		4,126	191+800	JASIKOVO	3	S	R	C3							station distance		14403				P							ŽS-I	
		2,900	194+700	VLAOLE SELO	3	S	R	C3							station distance		14411				P							ŽS-I	
		2,487	197+187	VLAOLE	1	S	R	C3			538	2 and 3	538	2 and 3	station distance	1	14404		S	P	P/F	300	3,0	13	0	16	-	ŽS-I	474,5
		3,013	200+200	GORNjANE	3	S	R	C3							station distance		14408				P							ŽS-I	
03.04.		2,100	202+300	ŠUŠULAJKA	3	S	R	C3							station distance		14412				P							ŽS-I	
1972.		3,373	205+673	CEROVO	2	S	R	C3							station distance	1	14405			U	P			14	10	15	10	ŽS-I	518,3
		2,127	207+800	KRIVELjSKI MOST	3	S	R	C3							station distance		14409				P							ŽS-I	
		4,000	211+800	KRIVELjSKI POTOK	3	S	R	C3	40						station distance		14406				P							ŽS-I	
		3,400	215+200	MALI KRIVELj	1	S	R	C3			666	1	666	1	station distance	1	14407		S	U	P	350	2,0	0	14	-	15	ŽS-I	426,1
		2,300	217+500	BREZONIK	3	S	R	C3							station distance		14413				P							ŽS-I	
		3,901	221+401	BOR	1	S	R	C3			652	2 and 3	652	2 and 3	station distance	1	14350			U	P	350	0,0	0	13	-	15	ŽS-I	364,6
29.11.1967.		2,949	224+350	BOR TERETNA	1	S	R	C3			582	2 and 3	582	2 and 3	station distance	4	14305		S	P	P/F	250	1,0	2	11	3	13	ŽS-I	356,4
03.10.		6,742	231+092	BORSKA SLATINA	2	S	R	C3			442	2	436	2	station distance	1	14304			U	P	250	1,0	0	15	-	16	ŽS-I	278,7
1963.		6,989	238+081	ZAGRAĐE	1	S	R	C3			560	2 and 3	560	2 and 3	station distance	1	14303		S	U	P/F	250	0,0	0	15	-	16	ŽS-I	201,6
		6,618	244+699	RGOTINA	1	S	R	C3			560	2 and 3	560	2 and 3	station distance	1	14302		S	P	P/F	300	1,0	0	10	-	12	ŽS-I	152,1
25.06.		4,333	249+032	OPEN LINE JUNCTION 3	6	S	R	C3							station distance	1								0	9	-	10	ŽS-I	
1960.		1,013	250+045	OPEN LINE JUNCTION 2	6	S	R	C3							station distance	1								0	6	-	6	ŽS-I	

Date of handover to public transport									Maximum permitted speed		Direction A→B		Direction B→A																			
Right track	Left track	Distance in km	Chainage	Name of service point	Type of service point	Single/double-track line	Class of railway line	Railway line category	Right track	Left track	Maximum permitted train length	Tracks for acceptance of the longest trains	Maximum permitted train length	Tracks for acceptance of the longest trains	Manner of traffic regulation	Manner of securing the service point	Service point code - UIC	Freight car scales	Side-/end-loading platform	Occupancy of service point	Open for the acceptance and dispatching of passengers/freight operations	Minimum curve radius	Gradient of the station [‰]	Ruling gradient		Ruling resistance of the line [daN]		Loading gauge	Altitude
																								Incline	Slope	←	→		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
219 (Niš) - Crveni krst - Zaječar - Prahovo Port																													
			0+957	CRVENI KRST	1						686	3	662	3		1	12550		S	P	P/F									
		6,536	7+493	PANTELEJ	3	S	R	B2	65						station distance		14003				P							ŽS-I	
		*4,977	12+382	MATEJEVAC	1	S	R	B2			494	2 and 3	494	2 and 3	station distance	8	14001		S	T	P/F	250	0,0	12	0	13	-	ŽS-I	286,6
		8,263	20+645	GORNjA VREŽINA	3	S	R	B2							station distance		14002				P							ŽS-I	
		6,808	27+453	JASENOVIK	3	S	R	B2							station distance		14004				P							ŽS-I	
		2,804	30+257	GRAMADA	2	S	R	B2	65		475	3	470	3	station distance	8	14005		S	U	P	240	2,0	11	0	13	-	ŽS-I	443
15.12. 1922.		2,343	32+600	HADŽIĆEVO	3	S	R	B2							station distance		14006				P							ŽS-I	
		7,418	40+018	SVRLjIG	1	S	R	B2			497	1 and 2	497	1 and 2	station distance	8	14007		S	P	P/F	250	0,0	5	11	5	13	ŽS-I	374,7
		5,898	45+916	KM 045+916 SC	9	S	R	B2							station distance													ŽS-I	
		0,094	46+010	NIŠEVAC	3	S	R	B2							station distance		14008				P							ŽS-I	
		3,322	49+332	PALILULA	2	S	R	B2	60		511	2 and 3	511	2 and 3	station distance	8	14009			U	P							ŽS-I	
		2,360	51+692	SVRLjIŠKI MILjKOVAC	3	S	R	B2							station distance		14010				P							ŽS-I	
		9,186	60+878	PODVIS	2	S	R	B2			628	2	583	2	station distance	6	14011		S	U	P	250	6,0	0	10	-	13	ŽS-I	245,7
		1,863	62+741	RGOŠTE	3	S	R	B2	65						station distance		14012				P							ŽS-I	
		5,624	68+365	KNjAŽEVAC	1	S	R	B2			617	2 and 3	617	2 and 3	station distance	1	14013		S	U	P	250	0,0	0	9	-	9	ŽS-I	216,2
		3,740	72+105	GORNjE ZUNIČE	3	S	R	B2							station distance		14014				P							ŽS-I	
1914.		2,908	75+013	DONjE ZUNIČE	3	S	R	B2							station distance		14015				P							ŽS-I	
		6,894	81+907	MINIĆEVO	1	S	R	B2			650	2 and 3	650	2 and 3	station distance	8	14016		S	P	P/F	400	0,0	3	6	3	6	ŽS-I	188,5
		2,552	84+459	SELAČKA REKA	3	S	R	B2	20 (30)						station distance		14017				P							ŽS-I	
		*3,831	88+206	MALI IZVOR	3	S	R	B2							station distance		14018				P							ŽS-I	
		7,868	96+074	VRATARNICA	8	S	R	B2							station distance	8	14019				P							ŽS-I	
		*7,052	103+046	GRLjAN	1	S	R	B2			656	2 and 3	656	2 and 3	station distance	6	14021		S	U	P/F	240	0,0	5	7	5	7	ŽS-I	148
		3,860	106+906	KM 106+906 IIB	9	J	P	B2	60(80)						станични													ЖС-I	
		0,394	107+300	TIMOK	3	S	R	B2	60 (70)						station distance		14022				P							ŽS-I	
		4,306	111+606	ZAJEČAR	1	S	R	B2			828	1 and 2	828	1 and 2	station distance	4	14060		S	P	P/F	300	0,0	1	6	2	7	ŽS-I	128
		7,228	118+834	VRAŽOGRNAC	1	S	R	C3			819	2 and 3	819	2 and 3	station distance	8	14301		S	P	P/F	250	2,0	8	8	9	8	ŽS-I	116,1
		2,166	121+000	OPEN LINE JUNCTION 2	6	S	R	C3	65						station distance	1												ŽS-I	
		0,900	121+900	OPEN LINE JUNCTION 1	6	S	R	C3							station distance	1												ŽS-I	
		2,731	124+631	TRNAVAC	1	S	R	C3			549	2 and 3	549	2 and 3	station distance		14101			T	P	250	3,0	10	10	10	12	ŽS-I	115
		3,902	128+533	ČOKONjAR	3	S	R	C3							station distance	8	14102				P							ŽS-I	
		*2,871	131+387	SOKOLOVICA	3	S	R	C3							station distance	8	14103				P							ŽS-I	
1914.		4,809	136+196	TABAKOVAC	1	S	R	C3			364	1 and 2	364	1 and 2	station distance	8	14104			U	P	250	1,0	1	8	2	9	ŽS-I	84,4
		2,568	138+764	TABAKOVAČKA REKA	3	S	R	C3							station distance		14105				P							ŽS-I	
		6,892	145+656	BRUSNIK	1	S	R	C3			721	2 and 3	721	2 and 3	station distance	8	14106		S	P	P/F	250	0,0	0	4	-	6	ŽS-I	66,6
		2,804	148+460	TAMNIČ	3	S	R	C3							station distance		14107				P							ŽS-I	
		2,870	151+330	CRNOMASNICA	3	S	R	C3							station distance		14108				P							ŽS-I	
		2,136	153+466	RAJAC	10	S	R	C3	40		511	1 and 2	511	1 and 2	station distance	8	14109		S		P	250	1,0	0	3	-	4	ŽS-I	56,9
		3,362	156+828	ROGLjEVO	1	S	R	C3			547	2 and 3	547	2 and 3	station distance	8	14110		S	U	P	250	0,0	2	0	2	-	ŽS-I	56,7
		3,364	160+192	VELjKOVO	3	S	R	C3							station distance		14111				P							ŽS-I	
		3,416	163+608	MOKRANjA	3	S	R	C3							station distance		14112											ŽS-I	
		4,242	167+850	KOBIŠNICA	10	S	R	C3			329	2 and 3	329	2 and 3	station distance	8	14113		S		P	250		1	4	1	4	ŽS-I	39,1
		6,278	174+128	NEGOTIN	1	S	R	C3			583	2 and 3	583	2 and 3	station distance	5	14114		S	P	P/F	250	0,0	7	8	8	9	ŽS-I	40,3
		7,887	182+015	PRAHOVO	1	S	R	C3			613	2 and 3	613	2 and 3	station distance	8	14115		S	P	P/F	250	5,0	5	1	5	1	ŽS-I	55,4
		2,563	184+578	PRAHOVO PRISTANIŠTE	1	S	R	C3			429	1 and 2	429	1 and 2	station distance	3	14170		S	P	P/F	250		1	17	1	18	ŽS-I	
		0,501	185+079	END OF LINE		S	R	C3							station distance													ŽS-I	

Date of handover to public transport										Maximum permitted speed		Direction A→B		Direction B→A																	
Right track	Left track	Distance in km	Chainage	Name of service point	Type of service point	Single/double-track line	Class of railway line	Railway line category	Right track	Left track	Maximum permitted train length	Tracks for acceptance of the longest trains	Maximum permitted train length	Tracks for acceptance of the longest trains	Manner of traffic regulation	Manner of securing the service point	Service point code - UIC	Freight car scales	Side-/end-loading platform	Occupancy of service point	Open for the acceptance and dispatching of passengers/freight operations	Minimum curve radius	Gradient of the station [‰]	Ruling gradient		Ruling resistance of the line [daN]		Loading gauge	Altitude
																								Incline	Slope	←	→		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
220 (Rgotina) - Open line junction „3" - Open line junction „1" - (Trnavac)																													
			0+000	OPEN LINE JUNCTION 3	6											6													
		0,439	0+439	OPEN LINE JUNCTION 1	6	S	R	C3	40						station distance	6								0	3	-	5	ŽS-I	
221 (Barlovo) - open line junction „1" - Kuršumlija																													
			53+334	OPEN LINE JUNCTION 1	6											6				U									
		2,560	55+894	KURŠUMLIJA	1	S	R	A	20		618	2	618	2	station distance	6	11113		S	U				8	0	9	-	ŽS-I	353,3
		0,469	56+363	END OF LINE			R	A																				ŽS-I	
222 Kuršumlija - Kastrat																													
			0+000	KURŠUMLIJA	1				20		618	2	618	2		6	11113		S	U				2	10	3	12	ŽS-I	
		2,320	2+320	OPEN LINE JUNCTION KASTRAT	6	S	R	A							station distance	6				U									
223 Doljevac - Kastrat - Kosovo Polje																													
			0+247	DOLjEVAC	1						600	4	601	3		1	11001		S	P	P		0,71						194
		3,053	3+300	ŠAJINOVAC	3	S	R	B1							station distance		11101				P	325		8	7			ŽS-I	
		1,500	4+800	TOPLIČKI BADNjEVAC	3	S	R	B1							station distance		11121				P	600		3	0			ŽS-I	
		1,797	6+597	JASENICA	3	S	R	B1							station distance		11102				P	300		0	0			ŽS-I	
		3,499	10+096	ŽITORAĐA	1	S	R	B1			564	1 and 2	564	1 and 2	station distance	8	11103		S	U	P	600	5,8	6	0	8	8	ŽS-I	212,3
28.02.		0,904	11+000	ŽITORAĐA CENTAR	3	S	R	B1							station distance		11129				P	600		5	0			ŽS-I	
1925.		1,700	12+700	REČICA	3	S	R	B1	20						station distance		11104				P	300		4	0			ŽS-I	
		2,000	14+700	LUKOMIR	3	S	R	B1							station distance		11119				P	450		8	1			ŽS-I	
		1,525	16+225	PODINA	3	S	R	B1							station distance		11105				P	300		5	5			ŽS-I	
		2,575	18+800	BABIN POTOK	3	S	R	B1							station distance		11124				P	1000		8	0			ŽS-I	
		3,527	22+327	PROKUPLjE	1	S	R	B1			661	3	661	3	station distance	4	11106		S	T	P/F	300	9,1	8	0	8	3	ŽS-I	241
04.12.		2,687	25+014	GORNjA DRAGANjA	3	S	R	A							station distance		11130				P	300		9	0			ŽS-I	
1929.		6,720	31+734	TOPLIČKA MALA PLANA	8	S	R	A			585	2 and 3	585	2 and 3	station distance	10	11107		S	U	P/F	1000	0,0	6	0			ŽS-I	255
		2,766	34+500	BRESNIČIĆI	3	S	R	A							station distance		11108				P	300		7	0			ŽS-I	
04.12.		3,344	37+844	BELOLjIN	1	S	R	A	-		480	2 and 3	480	2 and 3	station distance	8	11109		S	U	P/F	350	6,0	6	0	9	-	ŽS-I	248,8
1929.		2,856	40+700	TOPLICA MILAN	3	S	R	A							station distance		11128				P	0		5	0			ŽS-I	
		2,018	42+718	PLOČNIK	8	S	R	A			583	3	583	3	station distance	10	11110		S	U	P	350	2,0	7	0			ŽS-I	290
		3,928	46+646	BARLOVO	8	S	R	A			410	2	410	2	station distance	8	11111			U	P	500	2,0	5	0			ŽS-I	313,6
06.06.		2,654	49+300	NOVOSELSKE LIVADE	3	S	R	A							station distance		11126					300		5	0			ŽS-I	
1930.		2,700	52+000	PEPELjEVAC	3	S	R	A							station distance		11112				P	300		6	0			ŽS-I	
		1,334	53+334	OPEN LINE JUNCTION 1	6	S	R	A							station distance	6				U		250		6	0			ŽS-I	
		1,521	54+855	OPEN LINE JUNCTION KASTRAT	6	S	R	A							station distance	6				U		300		5	0	7	-	ŽS-I	
		4,245	59+100	VISOKA	3	S	R	A							station distance		11122				P	300		7	0			ŽS-I	
		1,700	60+800	LjUŠA	3	S	R	A							station distance		11125				P	300		7	0			ŽS-I	
		2,010	62+810	RUDARE	10	S	R	A	-		557	2	557	2	station distance	8	11115		S	U	P	300	1,0	4	0			ŽS-I	381,4
		4,515	67+325	DEŠIŠKA	3	S	R	A							station distance		11127				P	300		8	0			ŽS-I	
15.05.		2,555	69+880	KOSANIČKA RAČA	1	S	R	A			565	2 and 3	565	2 and 3	station distance	8	11116		S	U	P	300	1,4	8	0	10	-	ŽS-I	430,4
1949.		3,820	73+700	KOSANICA	3	S	R	A							station distance		11123				P	300		14	0			ŽS-I	
		2,195	75+895	KOSANČIĆ IVAN	8	S	R	A			493	2	493	2	station distance	8	11117			U	P	400	1,7	15	0	15	-	ŽS-I	500,9
		3,105	79+000	VASILjEVAC	3	S	R	A							station distance		11120				P	300		16	0			ŽS-I	
		4,057	83+057	MERDARE	3	S	R	A							station distance		11118				P	300		14	0	15	-	ŽS-I	
		1,343	84+400	ADMINISTRATIVE LINE	13	S	R	A							station distance							300		15	0			ŽS-I	
224 Kosovo Polje - Metohija - Peć **)																													
225 222. Kosovo Polje Teretna - open line junction 1 - (Drenica)**)																													

Date of handover to public transport										Maximum permitted speed		Direction A→B		Direction B→A																	
Right track	Left track	Distance in km	Chainage	Name of service point	Type of service point	Single/double-track line	Class of railway line	Railway line category		Right track	Left track	Maximum permitted train length	Tracks for acceptance of the longest trains	Maximum permitted train length	Tracks for acceptance of the longest trains	Manner of traffic regulation	Manner of securing the service point	Service point code - UIC	Freight car scales	Side-/end-loading platform	Occupancy of service point	Open for the acceptance and dispatching of passengers/freight operations	Minimum curve radius	Gradient of the station [‰]	Ruling gradient		Ruling resistance of the line [daN]		Loading gauge	Altitude
																									Incline	Slope	↓	↑		
1	2	3	4	5	6	7	8	9		10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
226 Vrbas - Sombor TEMPORARILY SUSPENDED TRAIN SERVICE																														
			37+137	VRBAS	1							943	3 and 4	938	3 and 4		1	23306		S	T			0,0						84,2
		10,516	47+653	KULA	1	S	R	C2				464	2 and 3	464	2 and 3	station distance	7	24202			U			0,0	2	2	2	2	ŽS-I	84,9
		7,318	54+971	CRVENKA	1	S	R	C2				492	2 and 3	452	2 and 3	station distance	7	24203			U		500	0,4	2	2	2	2	ŽS-I	84,5
21.12. 1906.		7,705	62+676	SIVAC	1	S	R	A		-		738	2 and 3	738	2 and 3	station distance	2	24204			U		500	0,5	8	6	8	6	ŽS-I	85
		3,024	65+700	NOVI SIVAC	3	S	R	A								station distance		24205					500						ŽS-I	87,7
		9,740	75+440	KLJAJIĆEVO	1	S	R	A				625	2 and 3	625	2 and 3	station distance	2	24206			U		500	1,8	4	3	4	3	ŽS-I	89,2
		4,255	79+695	ČONOPLJA	10	S	R	A				424	2	424	2	station distance	10	24207			U		450						ŽS-I	89,5
		10,015	89+710	SOMBOR	1	S	R	A				403	2 and 3	403	2 and 3	station distance	4	25550	Yes	S/E	P	P/F	700	0,3	1	1	1	1	ŽS-I	88,2
LOCAL LINES																														
301 Subotica - Subotica fabrika																														
08.01. 1885.			0+000	SUBOTICA	1																									
		3,708	3+708	SUBOTICA FABRIKA	1	S	L	C3		-[3]		RAILWAY LINE OUT OF EXPLOITATION																		
		2,431	6+139	END OF LINE		S	L	C3																						
[3] up to km 002+330 maximum permissible speed is 20 km/h																														
302 Subotica - Subotica bolnica																														
			1+255	SUBOTICA	1							594	2 and 3	594	2 and 3		4	23450		S/E	P	P/F								113,2
		2,345	3+600	SUBOTICA BOLNICA	1	S	L	A'		-		327	1 and 2	327	1 and 2	station distance	10	24313			U		300	2,7	2	5	2	5	ŽS-I	109,2
		0,400	4+000	END OF LINE		S	L	A'								station distance													ŽS-I	110,3
303 Novi Sad (km 1+042) - Novi Sad Ložionica LINE CLOSED FOR TRAFFIC																														
304 Podbara - open line junction „3" - open line junction „2" - (Kać)																														
			4+413	ПОДБАРА	1					10		445	1 and 2	445	1 and 2		10				T	F								75,9
		2,169	6+582	OPEN LINE JUNCTION 3	6	S	L	C3								station distance	10								4	0	5	-	ŽS-I	
		1,077	7+659	OPEN LINE JUNCTION 2	6	S	L	C3		-		LINE CLOSED FOR TRAFFIC																		
305 (Rimski šančevi) - open line junction „1" - open line junction „3" - (Podbara)																														
			0+000	OPEN LINE JUNCTION 1	6					10							7													
01.03. 1969.		0,910	0+910	OPEN LINE JUNCTION 3	6	S	L	C3								station distance	7								0	3	-	3	ŽS-I	
306 Rimski šančevi - Žabalj																														
			10+270	RIMSKI ŠANČEVI	1							558	2 and 3	558	2 and 3		8	23001		S	P	P/F		2,0						83,1
02.07. 1899.		6,496	16+766	BAČKI JARAK	8	S	L	A		-						station distance	10	23002				P	450						ŽS-I	
		2,968	19+734	TEMERIN	1	S	L	A				363	1 and 2	363	1 and 2	station distance	10	23003		S	U	P/F	300	3,0	4	0	5	-	ŽS-I	79,5
		7,621	27+355	GOSPOĐINCI	1	S	L	A				293	2 and 3	293	2 and 3	station distance	10	23004		S	U		300	0,0	3	0	4	-	ŽS-I	81,5
		6,661	34+016	ŽABALJ	1	S	L	A		-		278	2 and 3	278	2 and 3	station distance	3	23005		S	U		600	0,0	1	0	1	-	ŽS-I	81
308 (Brasina) - OPEN LINE JUNCTION Donaj Borina - Zvornik Grad																														
			68+685	OPEN LINE JUNCTION DONJA BORINA	6												3				P			0,0						137,7
15.05. 1950.		1,915	70+600	RADALJ	3	S	L	A		50						station distance		16316					700	2,0					ŽS-I	140,1
		2,854	73+454	ZVORNIK	1	S	L	A				398	2 and 3	398	2 and 3	station distance	4	16317			P	P/F	700	0,0	4	2	5	3	ŽS-I	147,7
		1,846	75+300	ZVORNIK GRAD	1	S	L	A		-[4]						station distance	4	16317					700	0,0	4	2	5	3	ŽS-I	147,7
[4] up to km 074+000 the maximum permissible speed is 10 km/h																														
309 Pančevo Varoš - Pančevo Vojlovica																														
			0+568	PANČEVO VAROŠ	1							506	2 and 3	506	2 and 3			21001		S	P	P/F		0,5						77
11.11. 1935.		0,732	1+300	PANČEVO STRELIŠTE	3	S	L	D2		50						station distance		16014				P	300	0,2					ŽS-I	77
		1,614	2+914	PANČEVO VOJLOVICA	1	S	L	D2				174	3 and 4	174	3 and 4	station distance	4	21101			P	P	300	2,0	1	3	2	5	ŽS-I	77
		0,561	3+475	END OF LINE		S	L	D2								station distance							250	8,0					ŽS-I	77
310 Connecting track of the station Senta: (Čoka) - junction point 22 - junction point 23 - (Orom)																														
			38+407	JUNCTION POINT 22 SENTA	12					40						station distance	1							0,0						82,5
		0,757	39+164	JUNCTION POINT 23 SENTA	12	S	L	A								station distance	1						300		10	10	10	13	ŽS-I	83,1

Date of handover to public transport																															
Right track	Left track	Distance in km	Chainage	Name of service point	Type of service point	Single/double-track line	Class of railway line	Railway line category	Maximum permitted speed		Direction A→B		Direction B→A		Manner of traffic regulation	Manner of securing the service point	Service point code - UIC	Freight car scales	Side-/end-loading platform	Occupancy of service point	Open for the acceptance and dispatching of passengers/freight operations	Minimum curve radius	Gradient of the station [‰]	Ruling gradient		Ruling resistance of the line [daN]		Loading gauge	Altitude
									Right track	Left track	Maximum permitted train length	Tracks for acceptance of the longest trains	Maximum permitted train length	Tracks for acceptance of the longest trains										Incline	Slope	↓	↑		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
311 Markovac - Svilajnac - Despotovac - (Resavica)																													
01.09.			0+500	MARKOVAC	1						855	4	812	5		1	13404		S	P	P/F								
1951.		9,432	9+932	SVILAJNAC	1	S	L	B2			667	3	667	3	station distance	6	13901		S	P	F	338	1,9	3	3	4	4	ŽS-I	101,7
		7,568	17+500	SEDLARE	3	S	L	A							station distance		13902					500						ŽS-I	
29.11.		5,700	23+200	RESAVSKO JASENOVO	3	S	L	A							station distance		13903					500						ŽS-I	
1951.		4,270	27+470	RESAVA	1	S	L	A												U		600	0,0	8	0	8	-	ŽS-I	167
		7,350	34+820	DESPOTOVAC	1	S	L	A			790	3	790	3	station distance	6	13905		S	T	F	600	1,0	7	0	7	-	ŽS-I	193,4
		1,580	36+400	VOJNIK	3	S	L	A							station distance		13906					400						ŽS-I	
		6,164	42+564	DVORIŠTE	1	S	L	A			764	2	764	2	station distance	6	13907		S	U		250		10	0	11	-	ŽS-I	245,9
1967.		3,236	45+800	DUTOVO	3	S	L	A	-						station distance		13908					400						ŽS-I	
		7,560	53+360	RESAVICA	1	S	L	A			506	4	506	4	station distance	6	13909		S	U		230	0,0	16	0	18	-	ŽS-I	271,5
		0,390	53+750	END OF LINE		S	L	A							station distance							200						ŽS-I	
312 Metohija - Prizren **)																													
313 Vršac - Bela Crkva																													
			87+546	VRŠAC	1						643	4 and 5	643	4 and 5		7	21009	Yes	S/E	P	P/F	280	2,5						101
20.07.		1+118	88+664	OPEN LINE JUNCTION B JASENOVO	6	S	L	A							station distance							300	5,0					ŽS-I	101
1858.		8+599	97+263	POTPORANj	8	S	L	A							station distance		21301						2,15	4	3	6	3	ŽS-I	84
		5+436	102+699	STRAŽA	3	S	L	A							station distance		21302					948	0,0					ŽS-I	79
		4+816	107+515	JASENOVO	1	S	L	A	30		753	1 and 2	753	1 and 2	station distance	9	21303			U		300	2,48	5	3	6	4	ŽS-I	73
		7+134	114+649	CRVENA CRKVA	3	S	L	A							station distance		21304					494	3,57					ŽS-I	72
01.11. 1856.		4+418	119+067	BELA CRKVA	1	S	L	A			681	2 and 3	681	2 and 3	station distance	9	21305		S	U		300	2,0	5	4	6	4	ŽS-I	89,5
		2+433	121+500	END OF LINE		S	L	A							station distance							300	1,5					ŽS-I	89,5
SHUNTING LINES																													
401 Vršac - Vršac Vašarište																													
			0+558	VRŠAC	1						643	4 and 5	643	4 and 5		7	21009	Yes	S/E	P	P/F		2,5					ŽS-I	101
		2,857	3+415	VRŠAC VAŠARIŠTE	2	S	man	C2	50											U	F								
402 Kikinda - Metanolsko sirćetni kompleks (km 6+413)																													
			0+000	KIKINDA	1						842	2 and 3	842	2 and 3			22850		S	P	P/F								80
		6,285	6+285	MSK (INDUSTRIAL TRACK)		S	man	A	40						station distance	10						800		0	0	-	-	ŽS-I	
403 Bogojevo - Dunavska obala LINE CLOSED FOR TRAFFIC																													
404 Paraćin - Stari Popovac LINE CLOSED FOR TRAFFIC																													
405 Surčin - Jakovo Bečmen																													
			12+100	SURČIN	1						733	3	733	3		1	16203		S	P	F								
		3,400	15+500	JAKOVO-BEČMEN	1	S	man	A	20						station distance	10	16205				F			0	8	-	9	ŽS-I	
		1,000	16+500	END OF LINE		S	man	A							station distance													ŽS-I	
406 Šid - Sremska Rača Nova - state border - (Bijeljina) LINE CLOSED FOR TRAFFIC																													
407 Ovča - Padinska Skela LINE CLOSED FOR TRAFFIC																													
408 Sonta - Apatin Fabrika LINE CLOSED FOR TRAFFIC																													

Date of handover to public transport																														
Right track	Left track	Distance in km	Chainage	Name of service point	Type of service point	Single/double-track line	Class of railway line	Railway line category	Maximum permitted speed		Direction A→B		Direction B→A		Manner of traffic regulation	Manner of securing the service point	Service point code - UIC	Freight car scales	Side-/end-loading platform	Occupancy of service point	Open for the acceptance and dispatching of passengers/freight operations	Minimum curve radius	Gradient of the station [‰]	Ruling gradient		Ruling resistance of the line [daN]		Loading gauge	Altitude
									Right track	Left track	Maximum permitted train length	Tracks for acceptance of the longest trains	Maximum permitted train length	Tracks for acceptance of the longest trains										Incline	Slope	↓	↑		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
409 Bačka Palanka - Gajdobra LINE CLOSED FOR TRAFFIC																													
MUSEUM-TOURIST RAILWAY LINE																													
501 Šargan Vitasi - Mokra Gora - State Border - (Višegrad)																													
			254+706	ŠARGAN VITASI	1															T	P								
		7,556	262+262	JATARE	2	S			30						station distance					U	P								
		7,884	270+146	MOKRA GORA	1	S									station distance					T	P								
		6,805	276+951	STATE BORDER	13	S			20						station distance														
*) Distance in km between the service points is not equal to the difference of their line km positions																													

**) The lines on the territory of Kosovo and Metohija are temporarily under the supervision of UNMIK, according to the Temporary Agreement between ŽTP Belgrade and UNMIK railways, dated May 31, 2002 (records No 300/2002 - 153 dated May 31, 2002).

In columns 25-28, for double-track railway lines where the ruling line gradient or resistance differ for the right and left track, the data are provided for each track separately: the numenator relates to the right and the denominator to the left track (from the beginning towards the end of the line)

Col.6 Type of service point

1. Station
2. Passing point
3. Stop
4. Open line junction and train recording point
5. Train recording point and stop
6. Open-line junction
7. Open-line junction and stop
8. Loading point and stop
9. Speed change
10. Dispatching point and stop
11. Traffic and transport dispatching point
12. Loading point
13. State border
14. Track transition

Column 10 and 11- datum referred to in brackets indicate maximum permitted speed for DMU

Col.17- Manner of securing the service point

1. Electro-relay signalling-safety devices for comprehensive centralisation od turnouts, signals and routes. There is technical dependance between turnouts and signals.
2. Electro-relay signalling-safety devices for partial centralisation od turnouts, signals and routes. There is technical dependance between turnouts and signals.
3. Electro-relay signalling-safety devices - key dependance between turnouts, signals and routes. There is technical dependance between turnouts and signals.
4. Electro-relay signalling-safety devices with dependance between light signals. There is no dependance between turnouts and signals.
5. Electromechanical block device. There is technical dependance between turnouts and semaphore signals.
6. Electromechanical interlocking block device. There is technical dependance between turnouts via keys and semaphore signals.
7. Mechanical signal point machine. There is technical dependance between turnouts and semaphore signals.
8. Electromechanical permissive block device. There is no technical dependance between turnouts and semaphore signals.
9. Ordinary signal point for semaphore signals.
10. Electrical diffusers. There is no technical dependance between turnouts and diffusers.
11. Access signals. Turnouts are secured by locking devices without signal.

Col.20- S for the service point with side-loading platform, E for the service point with end-loading platform and S/E for the service point with side and end-loading platform

Col.21 P for permanently manned, U for permanently unmanned and T for temporarily manned service points

Col.22- P for service points open for the acceptance and dispatching of passengers, T for service points open for freight operations (loading, unloading and transshipment of freight), and P/T for service points open for the acceptance and dispatching of passengers and for freight operations

Appendix 7. Overview of primary train delay causes

	Primary train delay causes (IŽS)
No	**Name**
1.	Waiting for dispatch
2.	Waiting at the automatic block signal or protective signal
3.	Dispatcher's order
4.	Delay caused by the fault of an infrastructure manager's employee
5.	Entrance/exit to a turn
6.	Traffic on the left track
7.	Speed decrease requested by the infrastructure manager
8.	Delivery of order to the train driver
9.	Unplanned line closure by the infrastructure manager
10.	Level-crossing failure
11.	Failure on the overhead contact line
12.	Extended stay of railway vehicles
13.	Delay caused by restricted-speed running
14.	Rail crack
15.	Deformed track
17.	Technically defective switch
18.	Collision, bumping, derailment, avoided collision of railway vehicles
19.	Failure of signalling-interlocking and telecommunication devices
20.	Extension of the foreseen closure (more than 30 min)

	Primary train delay causes (railway undertaking)
No	**Name**
1.	Increased passenger frequency
2.	Waiting for railway undertaking staff
3.	Waiting for locomotive or multiple-unit set
4.	Delay caused by the fault of an railway undertaking's employee
5.	Cleaning of wagon or multiple-unit set requested by the railway undertaking
6.	Brake test
7.	Failure of wagon, traction unit or multiple-unit set
8.	Wagon repair without de-coupling
9.	Decreased train speed due to failure of wagon/multiple-unit set/traction unit
10.	Change of composition requested by the railway undertaking
11.	Intervention of police officers, requested by train staff
13.	Waiting for shunting locomotive

15.	Shift change of railway undertaking’s employees
16.	Waiting for train forming
17.	Weighing
18.	Special consignment transport
20.	Stopping for cooling of brake shoes
21.	Delay caused by turnover of the multiple-unit set/traction unit of the same composition
22.	Accident on industrial siding of the transport client
23.	Breakdown of brake system air duct
24.	Train passing by the signal which indicates that the further running is forbidden
25.	Unallowed train passing through the service point where it had to stop

	Primary train delay causes (external influences)
No	**Name**
1.	State needs
2.	Train accepted with delay by another railway management
3.	Train rejected by another railway management
4.	Waiting for train staff of another railway management
5.	Train incorrectly formed by another railway management
6.	Taking a defective wagon of another railway management out of service
7.	Taking an incorrectly sent wagon of another railway management out of service
8.	Another railway management’s employee being late
9.	Natural disasters (landslide, flood, current, snow-drift, avalanche, fire, fog...)
10.	Falling out of train
11.	Jumping in or out of train
12.	Holding of the train by police officers
13.	Holding of the train by custom-inspection officers
14.	Emergency brake abuse
15.	Emergency service intervention
16.	Level-crossing device breaking
17.	Train rocking
18.	Theft of equipment or devices owned by the infrastructure

	Secondary train delay causes
No	**Name**
1.	Waiting for crossing
2.	Waiting for overtaking of a train
3.	Waiting for annunciation
4.	Waiting with the train which is in delay
5.	Extended stay in the station due to waiting for regular passing
6.	Waiting for locomotive or multiple-unit set from turnover
7.	Waiting for railway undertaking's staff from turnover
8.	Delay caused by failure of another train's traction unit
9.	Waiting for train connection (passenger or goods) of another railway management
10.	Abuse of emergency brake on another train
11.	Announced strike of IŽS or RU
12.	Another train accident

Appendix 8 Overview of platforms and arranged surfaces in service points

Service point	Location	km position of the beginning and the end of platform	Platform/arranged surface	Dimensions		
				Length (m)	Height (m)	Width (m)
1	2	3	4	5	6	7
MAIN LINES						
101 Belgrade Center- Stara Pazova- Šid- state border - (Tovarnik)						
BELGRADE CENTER	next to 3rd track	0+120-0+00-0+300	platform	420,00	0,55	10,00
	between the 4th and 5th track	0+155-0+00-0+300	platform	455,00	0,55	10,00
	between the 6th and 7th track	0+155-0+00-0+300	platform	455,00	0,55	10,00
	between the 8th and 9th track	0+120-0+00-0+300	platform	420,00	0,55	10,00
	next to 10th track	0+120-0+00-0+300	platform	420,00	0,55	7,00
NOVI BEOGRAD	next to 1st track	3+204,17 - 3+679,48	platform	475,00	0,55	5,60
	between the 1st and 2nd track*	3+204,17 - 3+679,48	platform	475,00	0,55	3,86
	between the 2nd and 3rd track	3+204,17 - 3+679,48	platform	475,00	0,55	10,46
	between the 3rd and 4th track*	3+204,17 - 3+679,48	platform	475,00	0,55	3,86
	between the 4th and 5th track	3+204,17 - 3+679,48	platform	475,00	0,55	10,46
	next to 5th track	3+204,17 - 3+679,48	platform	475,00	0,55	5,60
Tošin bunar	next to right track	5+104,79 - 5+274,76	platform	110,00	0,55	4,00
	next to left track	5+104,79 - 5+274,76	platform	110,00	0,55	4,00
ZEMUN	between the 1st and 2nd track	8+276 – 8+676	platform	400,00	0,55	6,16
	between the 3rd and 4th track	8+276 – 8+676	platform	400,00	0,55	6,16
	between the 6th and 7th track	8+321 – 8+676	platform	355,00	0,55	6,16
	between the 8th and 9th track	8+321 – 8+676	platform	355,00	0,55	6,16
Altina	next to left track	11+256 – 11+366	platform	110,00	0,55	4,00
	next to right track	10+997 – 11+107	platform	110,00	0,55	4,00
ZEMUNSKO POLJE	between the 1st and 2nd track	12+264 -12+374	platform	110,00	0,55	4,00
	between the 2nd and 3rd track	12+154 -12+374	platform	220,00	0,55	6,16
	between the 3rd and 4th track	12+264 -12+374	platform	110,00	0,55	4,00
Kamendin	next to left track	13+955 – 14+065	platform	110,00	0,55	4,00
	next to right track	13+744 – 13+854	platform	110,00	0,55	4,00
BATAJNICA	next to 1st track	18+884 – 19+104	platform	220,00	0,55	4,00
	between the 2nd and 3rd track	18+884 – 19+104	platform	220,00	0,55	6,16
	next to 6th track	18+884 – 19+104	platform	220,00	0,55	7,41
NOVA PAZOVA	between the 4th and 5th track	26+993-27+243 l.n.	platform	250,00	055	7,91
STARA PAZOVA	next to 1st track	35+015-35+235 l.n.	platform	220,00	0,55	3,00
	between the 5th and 6th track	35+015-35+265 l.n.	platform	250,00	0,55	6,16
GOLUBINCI	between the 2nd and 3rd track	45+767-45+914	platform	147,00	0,35	1,60
	between the 3rd and 4th track	45+767-45+914	platform	147,00	0,35	1,60
PUTINCI	between the 2nd and 3rd track	53+611,93-53+691,91	platform	79,98	0,35	1,60
	between the 3rd and 4th track	53+611,93-53+691,91	platform	79,98	0,35	1,60
Kraljevci	next to right track	59+982,18-60+062,18	platform	80,00	0,55	4,00
	next to left track	59+985,29-60+065,29	platform	80,00	0,55	4,00
RUMA	between the 2nd and 3rd track	64+733-64+973	platform	240,00	0,35	1,60
	between the 3rd and 4th track	64+733-64+973	platform	240,00	0,35	1,60
	between the 4th and 5th track	65+821-64+937	platform	116,00	0,35	1,60
VOGANJ	between the 2nd and 3rd track	73+368-73+518	arranged surface	150,00	0,00	2,00
	between the 3rd and 4th track	73+368-73+518	arranged surface	150,00	0,00	2,00
SREMSKA MITROVICA	between the 2nd and 3rd track	81+563-81+763	platform	200,00	0,35	1,60
	between the 3rd and 4th track	81+563-81+763	platform	200,00	0,35	1,60
Laćarak	between the right and left track	86+109,30-86+159,30	platform	50,00	0,35	1,60
MARTINCI	between the 2nd and 3rd track	94+059-94+159	platform	100,00	0,35	1,60
	between the 3rd and 4th track	94+131-94+141	platform	10,00	0,35	1,60
Kuzmin	NONE					
KUKUJEVCI-ERDEVIK	between the 2nd and 3rd track	104+935-104+985	platform	50,00	0,45	1,60
	between the 3rd and 4th track	104+990-105+040	platform	50,00	0,45	1,60
Bačinci	next to right track	109+070-109+097	platform	27,00	0,35	1,60
Gibarac	NONE					
ŠID	between the 1st and 2nd track	116+300-116+490	arranged surface	190,00	0,10	2,50
	between the 2nd and 3rd track	116+300-116+665	platform.	365,00	0,45	1,60

Service point	Location	km position of the beginning and the end of platform	Platform/arranged surface	Dimensions		
				Length (m)	Height (m)	Width (m)
1	2	3	4	5	6	7
	between the 3rd and 4th track	116+300-116+677	platform	377,00	0,45	1,60
102 Belgrade Center– Junction „G“ – Rakovica - Mladenovac - Lapovo - Niš - Preševo - state border - (Tabanovce)						
BELGRADE CENTER	next to 3rd track	0+120-0+00-0+300	platform	420,00	0,55	10,00
	between the 4th and 5th track	0+155-0+00-0+300	platform	455,00	0,55	10,00
	between the 6th and 7th track	0+155-0+00-0+300	platform	455,00	0,55	10,00
	between the 8th and 9th track	0+120-0+00-0+300	platform	420,00	0,55	10,00
	next to 10th track	0+120-0+00-0+300	platform	420,00	0,55	7,00
RAKOVICA	next to 2nd track - right	8+460-8+786	platform	326,00	0,55	6,10
	between the 3rd and 4th track	8+637-8+868	platform	231,00	0,55	6,10
	between the 5th and 6th track	8+545-8+865	platform	320,00	0,55	6,20
Kneževac	next to right track	10+645-10+758	platform	113,00	0,55	1,55
	next to left track	10+645-10+758	platform	113,00	0,55	1,55
Kijevo	next to right track	11+626-11+731	platform	105,00	0,55	1,55
	next to left track	11+713-11+819	platform	106,00	0,55	1,55
RESNIK	next to 1st track	14+080-14+240	arranged surface	160,00	0,55	4,00
	between the 1st and 2nd track	14+080-14+240	platform	160,00	0,35	1,55
	between the 3rd and 4th track	13+943-14+238	platform	295,00	0,55	6,20
PINOSAVA	NONE					
Ripanj Kolonija	next to railway line - left	20+080-20+180	platform	100,00	0,35	1,00
RIPANJ	between the 1st and 2nd track	21+324,00-21+356,40	platform	32,40	0,35	1,00
	between the 2nd and 3rd track	21+265,70-21+361,20	platform	95,50	0,35	1,55
	between the 3rd and 4th track	21+265,70-21+361,20	platform	95,50	0,35	1,55
KLENJE	between the 1st and 2nd track	24+743,40-24+804,00	platform	60,60	0,35	1,00
	between the 2nd and 3rd track	24+743,40-24+804,00	platform	60,60	0,35	1,00
RIPANJ TUNEL	between the 1st and 2nd track	29+565-29+615	platform	50,00	0,40	1,60
RALJA	between the 1st and 2nd track	34+695-34+774	platform	79,00	0,40	1,60
	between the 2nd and 3rd track	34+695-34+774	platform	79,00	0,40	1,60
SOPOT KOSMAJSKI	between the 2nd and 3rd track	41+454-41+544	platform	90,00	0,40	1,60
VLAŠKO POLJE	between the 2nd and 3rd track	47+684-47+784	platform	100,00	0,40	1,60
MLADENOVAC	between the 2nd and 3rd track	53+089-53+190	platform	101,00	0,40	1,60
	between the 3rd and 4th track	53+030-53+190	platform	160,00	0,40	1,60
KOVAČEVAC	between the 1st and 2nd track	59+954-60+109	platform	155,00	0,40	1,60
	between the 2nd and 3rd track	59+907-60+056	platform	149,00	0,40	1,60
Rabrovac	next to railway line - left	62+909-63+045	platform	136,00	0,40	1,60
KUSADAK	between the 1st and 2nd track	67+497-67+650	platform	153,00	0,40	1,60
	between the 2nd and 3rd track	67+453-67+600	platform	147,00	0,40	1,60
Ratare	next to railway line - left	70+821-70+931	platform	110,00	0,40	1,60
GLIBOVAC	between the 1st and 2nd track	73+941-74+041	platform	100,00	0,50	1,50
	between the 2nd and 3rd track	73+978-74+078	platform	100,00	0,50	1,50
PALANKA	between the 1st and 2nd track	78+476-78+586	platform	110,00	0,50	1,50
	between the 2nd and 3rd track	78+476-78+586	platform	110,00	0,50	1,50
	between the 3rd and 4th track	78+476-78+586	platform	110,00	0,50	1,50
MALA PLANA	between the 2nd and 3rd track	85+505-85+605	platform	100,00	0,50	1,50
VELIKA PLANA	between the 1st and 2nd track	90+350-90+400	platform	50,00	0,40	1,60
	between the 2nd and 3rd track	90+289-90+430	platform	141,00	0,40	1,60
	between the 3rd and 4th track	90+370-90+510	platform	140,00	0,40	1,60
	between the 4th and 5th track	90+360-90+464	platform	104,00	0,40	1,60
Staro Selo	next to right track	94+008-94+055	platform	47,00	0,40	1,60
	next to left track	94+008-94+055	platform	47,00	0,40	1,60
Novo Selo	next to right track	97+660-97+706	platform	46,00	0,40	1,60
	next to left track	97+660-97+706	platform	46,00	0,40	1,60
MARKOVAC	between the 2nd and 3rd track	100+400-100+450	platform	50,00	0,40	1,60
	between the 3rd and 4th track	100+350-100+452	platform	102,00	0,40	1,60
	between the 4th and 5th track	100+350-100+448	platform	98,00	0,40	1,60
Lapovo Varoš	next to right track	106+250-106+310	platform	60,00	0,35	1,60
	next to left track	106+250-106+310	platform	60,00	0,35	1,60
Lapovo Marshalling Yard	next to right track	108+350-108+400	platform	50,00	0,35	1,60
	next to left track	108+340-108+390	platform	50,00	0,35	1,60
LAPOVO	next to 1st track	109+460-109+510	platform	50,00	0,35	1,60
	between the 2nd and 3rd track	109+560-109+680	platform	120,00	0,35	1,60
	between the 3rd and 4th track	109+560-109+680	platform	120,00	0,35	1,60
Brzan	next to right track	114+140-114+190	platform	50,00	0,35	1,60

Service point	Location	km position of the beginning and the end of platform	Platform/arranged surface	Dimensions		
				Length (m)	Height (m)	Width (m)
1	2	3	4	5	6	7
	next to left track	114+140-114+190	platform	50,00	0,35	1,60
Miloševo	next to right track	116+940-116+990	platform	50,00	0,35	1,60
	next to left track	116+940-116+990	platform	50,00	0,35	1,60
BAGRDAN	between the 2nd and 3rd track	120+229-120+330	platform	101,00	0,35	1,60
	between 3rd and 4th track	120+268-120+390	platform	122,00	0,35	1,60
Lanište	next to right track	126+920-126+970	platform	50,00	0,35	1,60
	next to left track	126+920-126+970	platform	50,00	0,35	1,60
Bukovče	next to right track	131+229-131+279	platform	50,00	0,35	1,60
	next to left track	131+229-131+279	platform	50,00	0,35	1,60
JAGODINA	between the 1st and 2nd track	135+192-135+342	platform	150,00	0,20	1,90
	between the 2nd and 3rd track	135+122-135+364	platform	242,00	0,20	1,90
	between the 3rd and 4th track	135+182-135+416	platform	234,00	0,20	1,90
Gilje	next to right track	140+550-140+670	platform	120,00	0,55	3,00
	next to left track	140+550-140+670	platform	120,00	0,55	3,00
PARAĆIN	between the 3rd and 4th track	155+081-155+184	platform	103,00	0,35	1,60
	between the 4th and 5th track	155+065-155+166	platform	101,00	0,20	1,90
Sikirica- Ratari	next to right track	163+560-163+610	platform	50,00	0,35	1,60
	next to left track	163+565-163+615	platform	50,00	0,35	1,60
Drenovac	next to right track	166+605-166+655	platform	50,00	0,35	1,60
	next to left track	166+605-166+655	platform	50,00	0,35	1,60
ĆIĆEVAC	between the 2nd and 3rd track	171+550-171+640	platform	90,00	0,35	1,60
	between 3rd and 4th track	171+550-171+640	platform	90,00	0,35	1,60
Lučina	next to right track	173+625-173+674	platform	49,00	0,35	1,60
	next to left track	173+625-173+674	platform	49,00	0,35	1,60
STALAĆ	between the 2nd and 3rd track	176+222-176+425	platform	203,00	0,28	6,40
	between the 4th and 5th track	176+222-176+425	platform	203,00	0,28	1,60
	between the 6th and 7th track	176+270-176+378	platform	108,00	0,28	5,30
STEVANAC	NONE					
BRALJINA	between the 2nd and 3rd track	186+443-186+563	platform	120,00	0,35	1,60
	between the 3rd and 4th track	186+443-186+563	platform	120,00	0,35	1,60
Cerovo-Ražanj	next to railway line - left	190+320-190+370	platform	50,00	0,35	1,60
STARO TRUBAREVO	between the 1st and 2nd track	192+150-192+220	platform	70,00	0,35	1,60
ĐUNIS	between the 2nd and 3rd track	194+882-195+003	platform	121,00	0,35	1,60
	between the 3rd and 4th track	194+882-195+003	platform	121,00	0,35	1,60
Vitkovac	next to right track	199+160-199+210	platform	50,00	0,35	1,60
	next to left track	199+160-199+210	platform	50,00	0,35	1,60
Donji Ljubeš	next to right track	201+175-201+225	platform	50,00	0,35	1,60
	next to left track	201+175-201+225	platform	50,00	0,35	1,60
Gornji Ljubeš	next to right track	203+560-203+610	platform	50,00	0,35	1,60
	next to left track	203+560-203+610	platform	50,00	0,35	1,60
KORMAN	between the 2nd and 3rd track	205+565-205+675	platform	110,00	0,35	1,60
	between 3rd and 4th track	205+545-205+665	platform	120,00	0,35	1,60
Trnjani	next to right track	208+087-208+186	platform	99,00	0,35	1,60
	next to left track	208+087-208+186	platform	99,00	0,35	1,60
ADROVAC	next to 1st track	210+445-210+530	platform	85,00	0,28	5,00
	between the 1st and 2nd track	210+432-210+521	platform	89,00	0,35	1,60
	between the 2nd and 3rd track	210+440-210+562	platform	122,00	0,35	1,60
ALEKSINAC	between the 2nd and 3rd track	214+067-214+277	platform	210,00	0,35	1,60
	between the 3rd and 4th track	214+067-214+277	platform	210,00	0,35	1,60
Nozrina	next to right track	217+400-217+500	platform	100,00	0,35	1,60
	next to left track	217+400-217+500	platform	100,00	0,35	1,60
Lužane	next to right track	218+705-218+790	platform	85,00	0,35	1,60
	next to left track	218+708-218+785	platform	77,00	0,35	1,60
Tešica	next to right track	222+062-222+164	platform	102,00	0,35	1,60
	next to left track	222+062-222+164	platform	102,00	0,35	1,60
GREJAČ	between the 2nd and 3rd track	224+656-224+758	platform	102,00	0,35	1,60
	between the 3rd and 4th track	224+656-224+708	platform	52,00	0,35	1,60
Supovački Most	next to right track	228+087-228+155	platform	68,00	0,35	1,60
	next to left track	228+091-228+159	platform	68,00	0,35	1,60
Mezgraja	next to right track	229+306-229+416	platform	110,00	0,35	1,60
	next to left track	229+306-229+416	platform	110,00	0,35	1,60
Vrtište	next to right track	232+544-232+631	platform	87,00	0,35	1,60
	next to left track	232+544-232+631	platform	87,00	0,35	1,60

Service point	Location	km position of the beginning and the end of platform	Platform/arranged surface	Dimensions		
				Length (m)	Height (m)	Width (m)
1	2	3	4	5	6	7
TRUPALE	between the 2nd and 3rd track	234+893-234+994	platform	101,00	0,40	1,60
	between the 4th and 5th track	234+893-234+994	platform	101,00	0,40	1,60
CRVENI KRST	between the 2nd and 3rd track	240+842-240+994	platform	152,00	0,40	1,60
NIŠ	next to 1st track	243+410-243+763	platform	353,00	0,40	5,80
	between the 2nd and 3rd track	243+410-243+813	platform	403,00	0,40	8,00
	between the 4th and 5th track	243+410-243+771	platform	361,00	0,40	8,00
	between 1b. and 1. track	243+643-243+763	platform	120,00	0,40	5,80
	next to 1a. track	243+660-243+763	platform	103,00	0,40	1,60
MEĐUROVO	NONE					
BELOTINCE	between the 1st and 2nd track	253+906-253+987	platform	81,00	0,40	1,60
Čapljinac	next to railway line - left	255+443-255+493	platform	50,00	0,40	1,60
Malošište	next to railway line - left	257+890-257+940	platform	50,00	0,40	1,60
DOLJEVAC	between the 1st and 2nd track	261+419-261+527	platform	108,00	0,40	1,60
	between the 2nd and 3rd track	261+419-261+526	platform	107,00	0,40	1,60
Kočane	next to railway line - right	263+218-263+263	platform	45,00	0,40	1,10
	next to railway line - right	263+274-263+287	platform	13,00	0,40	1,10
Pukovac	next to railway line - right	265+833-265+862	platform	29,00	0,40	1,60
	next to railway line - right	265+870-265+897	platform	27,00	0,40	1,60
BRESTOVAC	between the 2nd and 3rd track	267+906-267+971	platform	65,00	0,40	1,60
Lipovica	next to railway line - left	270+819-270+844	platform	25,00	0,40	1,10
	next to railway line - left	270+850-270+887	platform	37,00	0,40	1,10
PEČENJEVCE	between the 2nd and 3rd track	275+522-275+596	platform	74,00	0,40	1,60
Živkovo	next to railway line - right	278+820-278+865	platform	45,00	0,40	1,10
Priboj Leskovački	next to railway line - right	280+440-280+480	platform	40,00	0,40	1,30
VINARCI	NONE					
LESKOVAC	between the 1st and 2nd track	287+460-287+679	platform	219,00	0,40	1,60
	between the 2nd and 3rd track	287+507-287+630	platform	123,00	0,40	1,60
ĐORĐEVO	NONE					
GRDELICA	between the 2nd and 3rd track	301+841-301+886	platform	45,00	0,40	1,60
	between the 3rd and 4th track	301+841-301+886	platform	45,00	0,40	1,60
Palojska Rosulja	next to railway line - left	308+614-308+629	platform	15,00	0,40	1,60
PREDEJANE	between the 1st and 2nd track	312+675-312+750	platform	75,00	0,40	1,60
DŽEP	between the 2nd and 3rd track	319+629-319+710	platform	81,00	0,40	1,60
MOMIN KAMEN	next to railway line - left	322+900-322+930	platform	30,00	0,40	1,60
Šelince	NONE					
VLADIČIN HAN	between the 1st and 2nd track	329+472-329+676	platform	204,00	0,40	1,60
SUVA MORAVA	next to 1st track	334+043-334+095	platform	52,00	0,40	1,60
Lepenički most	NONE					
Stubal	NONE					
PRIBOJ VRANJSKI	NONE					
VRANJSKA BANJA	between the 1st and 2nd track	347+958-348+080	platform	122,00	0,40	1,60
VRANJE	between the 1st and 2nd track	354+080-354+260	platform	180,00	0,40	1,60
	between the 2nd and 3rd track	354+125-354+242	platform	117,00	0,40	1,60
Neradovac	NONE					
RISTOVAC	between the 1st and 2nd track	365+666-365+768	platform	102,00	0,40	1,60
	between the 2nd and 3rd track	365+666-365+768	platform	102,00	0,40	1,60
BUJANOVAC	between the 1st and 2nd track	373+665-373+720	platform	55,00	0,40	1,60
Letovica	NONE					
BUKAREVAC	NONE					
PREŠEVO	between the 1st and 2nd track	392+256-392+357	platform	101,00	0,40	1,60
103 (Belgrade Center) - Rakovica - Jajinci - Mala Krsna - Velika Plana						
RAKOVICA	next to 2nd track - right	8+460-8+786	platform	326,00	0,55	6,10
	between the 3rd and 4th track	8+637-8+868	platform	231,00	0,55	6,10
	between the 5th and 6th track	8+545-8+865	platform	320,00	0,55	6,20
JAJINCI	NONE					
BELO POTOK	between the 2nd and 3rd track	16+240-16+337	platform	97,00	0,40	1,60
	between the 3rd and 4th track	16+240-16+351	platform	111,00	0,40	1,60
Zuce staj.	next to railway line - right	20+305-20+363	platform	58,00	0,40	1,60
ZUCE	between the 1st and 2nd track	21+180-21+287	platform	107,00	0,40	1,60
VRČIN	between the 1st and 2nd track	24+824-24+932	platform	108,00	0,40	1,60
	between the 2nd and 3rd track	24+824-24+934	platform	110,00	0,40	1,60
Kasapovac	next to railway line - left	27+840-27+938	platform	98,00	0,40	1,60

Service point	Location	km position of the beginning and the end of platform	Platform/arranged surface	Dimensions		
				Length (m)	Height (m)	Width (m)
1	2	3	4	5	6	7
LIPE	between the 1st and 2nd track	31+208-31+316	platform	108,00	0,40	1,60
MALA IVANČA	next to 1st track	36+858-36+925	platform	67,00	0,40	1,60
	between the 1st and 2nd track	36+863-36+925	platform	62,00	0,40	1,60
Brestovi	next to railway line - left	39+208-39+305	platform	97,00	0,40	1,60
MALI POŽAREVAC	between the 1st and 2nd track	41+250-41+356	platform	106,00	0,40	1,60
	between the 2nd and 3rd track	41+250-41+358	platform	108,00	0,40	1,60
Dražanj-Šepšin	next to railway line - right	43+114-43+219	platform	105,00	0,40	1,60
UMČARI	between the 1st and 2nd track	47+730-47+839	platform	109,00	0,40	1,60
	between the 2nd and 3rd track	47+730-47+837	platform	107,00	0,40	1,60
Živkovac	next to railway line - left	52+290-52+340	platform	50,00	0,40	1,60
VODANJ	between the 2nd and 3rd track	55+130-55+229	platform	99,00	0,40	1,60
KOLARI	between the 1st and 2nd track	60+558-60+656	platform	98,00	0,40	1,60
Ralja Smederevska	next to railway line - left	66+573-66+605	platform	32,00	0,40	1,60
MALA KRSNA	between the 1st and 2nd track	69+030-69+175	platform	145,00	0,40	1,90
	between the 2nd and 3rd track	69+030-69+175	platform	145,00	0,40	1,90
	between the 3rd and 4th track	69+042-69+184	platform	142,00	0,40	1,90
	between the 4th and 5th track	69+080-69+230	platform	150,00	0,40	1,90
Skobalj	next to railway line - left	71+981-72+015	platform	34,00	0,40	1,60
Osipaonica staj.	next to railway line - left	74+749-74+784	platform	35,00	0,40	1,60
OSIPAONICA	between the 1st and 2nd track	76+168-76+231	platform	63,00	0,40	1,60
	between the 2nd and 3rd track	76+177-76+229	platform	52,00	0,40	1,60
Lugavčina	next to railway line - right	77+867-77+904	platform	37,00	0,40	1,30
Saraorci	NONE					
LOZOVIK-SARAORCI	between the 2nd and 3rd track	82+710-82+812	platform	102,00	0,40	1,60
Miloševac	next to railway line - left	85+500-85+602	platform	102,00	0,40	1,60
KRNJEVO-TRNOVČE	between the 2nd and 3rd track	90+248-90+348	platform	100,00	0,40	1,60
VELIKO ORAŠJE	between the plateau in front of the station building and 2nd track	94+626,50-94+658,50	platform	32,00	0,40	1,6
	between the 2nd and 3rd track	94+586,50-94+689,50	platform	103,00	0,40	1,6
VELIKA PLANA	between the 1st and 2nd track	90+350-90+400	platform	50,00	0,40	1,60
	between the 2nd and 3rd track	90+289-90+430	platform	141,00	0,40	1,60
	between the 3rd and 4th track	90+370-90+510	platform	140,00	0,40	1,60
	between the 4th and 5th track	90+360-90+464	platform	104,00	0,40	1,60
104 (Jagodina) – Open Line Junction Ćuprija – Ćuprija – Paraćin						
ĆUPRIJA	between the 1st and 2nd track	0+516-0+641	platform	125,00	0,20	1,60
	between the 2nd and 3rd track	0+516-0+641	platform	125,00	0,30	1,60
PARAĆIN	between the 3rd and 4th track	155+081-155+184	platform	103,00	0,35	1,60
	between the 4th and 5th track	155+065-155+166	platform	101,00	0,20	1,90
105 (Belgrade Center) - Stara Pazova- Novi Sad- Subotica - state border - (Kelebia)						
STARA PAZOVA	next to 1st track	34+015-35+235 л.н.	platform	220,00	0,55	3,00
	between the 5th and 6th track	35+015-35+265 л.н.	platform	250,00	0,55	6,16
INĐIJA	next to 1st track	42+577 - 42+977	platform	400,00	0,55	4,10
	between the 4th and 5th track	42+577 - 42+977	platform	400,00	0,55	7,55
BEŠKA	next to 1st track	53+922 - 54+142	platform	220,00	0,55	4,00
	next to 4th track	53+922 - 54+142	platform	220,00	0,55	4,00
SREMSKI KARLOVCI	between the 1st and 2nd track	65+759 - 65+979	platform	220,00	0,55	4,00
	between the 1st and 2nd track	65+759 - 65+979	platform	220,00	0,55	4,00
PETROVARADIN	between the 1st and 2nd track	70+603 – 70+823	platform	220,00	0,55	6,10
	between the 5th and 6th track	70+708 - 70+928	platform	220,00	0,55	6,10
NOVI SAD	between the 10th and 11th track	77+077-77+214	platform	137,00	0,55	6,10
	between the 7th and 8th track	76+794-76+919	platform	125,00	0,55	
	next to 1st track	76+809-77+214	platform	405,00	0,55	8,60
	between the 2nd and 3rd track	76+819-77+247	platform	428,00	0,55	8,60
	between the 4th and 5th track	76+837-78+247	platform	410,00	0,55	8,60
	next to the 6th track	76+892-77+177	platform	285,00	0,55	6,00
RUMENKA	NONE					
KISAČ	next to the 1st track left	90+222-90+442	platform	220,00	0,55	4,00
	next to the 4th track right	90+222-90+442	platform	220,00	0,55	4,00
Stepanovićevo	next to the 1st track right	97+227-97+447	platform	220,00	0,55	4,00
	next to the 4th track left	97+227-97+447	platform	220,00	0,55	4,00

Service point	Location	km position of the beginning and the end of platform	Platform/arranged surface	Dimensions		
				Length (m)	Height (m)	Width (m)
1	2	3	4	5	6	7
ZMAJEVO	next to the 1st track right	102+481-102+701	platform	220,00	0,55	4,00
	next to the 4th track left	102+664-102+884	platform	220,00	0,55	4,00
VRBAS NOVA	next to the 1st track right	113+500-113+720	platform	220,00	0,55	4,00
	between the 1st and 2nd track	113+410-113+810	platform	400,00	0,55	6,60
	between the 5th and 6th track	113+410-113+810	platform	400,00	0,55	6,60
LOVĆENAC – MALI IĐOŠ	next to the 1st track right	129+386-129+606	platform	220,00	0,55	4,00
	next to the 4th track left	129+386-129+606	platform	220,00	0,55	4,00
BAČKA TOPOLA	next to the 1st track left	143+406-143+806	platform	400,00	0,55	4,00
	next to the 4th track right	143+406-143+806	platform	400,00	0,55	4,00
ŽEDNIK	next to the 1st track right	156+965-157+185	platform	220,00	0,55	4,00
	next to the 4th track left	156+965-157+185	platform	220,00	0,55	4,00
NAUMOVIĆEVO	next to the 1st track left	166+393-166+613	platform	220,00	0,55	4,00
	next to the 4th track right	166+393-166+613	platform	220,00	0,55	4,00
Subotica	next to the 1st track left	176+606-176+850	platform	244,00	0,55	3,00
	between the 2nd and 3rd track	176+450-176+850	platform	400,00	0,55	6,10
	between the 4th and 5th track	176+550-176+820	platform	270,00	0,55	6,10
	between the 6th and 7th track	176+605-176+826	platform	221,00	0,55	6,10
106 NIŠ - DIMITROVGRAD - state border –(Dragoman)						
NIŠ	next to 1st track	243+410-243+763	platform	353,00	0,40	5,80
	between the 2nd and 3rd track	243+410-243+813	platform	403,00	0,40	8,00
	between the 4th and 5th track	243+410-243+771	platform	361,00	0,40	8,00
	between 1b and 1st track	243+643-243+763	platform	120,00	0,40	5,80
	next to 1a. track	243+660-243+763	platform	103,00	0,40	1,60
Palilulska rampa	next to railway line - left	1+669-1+769	platform	100,00	0,40	1,60
	next to railway line - left	1+809-1+875	platform	66,00	0,40	1,60
Vojna Bolnica	NONE					
ĆELE KULA	between the 2nd and 3rd track	5+422-5+502	platform	80,00	0,40	1,60
EI NIŠ	NONE					
NIŠKA BANJA	between the 2nd and 3rd track	10+450-10+558	platform	108,00	0,40	1,60
Prosek	next to railway line - right	14+712-14+731	platform	19,00	0,40	1,60
	next to railway line - right	14+740-14+770	platform	30,00	0,40	1,60
SIĆEVO	NONE					
OSTROVICA	between the 1st and 2nd track	22+475-22+529	platform	54,00	0,40	1,60
Majdan Ostrovica	NONE					
Radov Dol	next to railway line - left	29+494-29+520	platform	26,00	0,40	1,60
DOLAC	between the 2nd and 3rd track	31+640-31+739	platform	79,00	0,40	1,60
Crveni Breg	next to railway line - left	34+262-34+292	platform	30,00	0,40	1,60
CRVENA REKA	between the 2nd and 3rd track	36+393-36+451	platform	58,00	0,40	1,60
Belanovac	next to railway line - left	39+691-39+761	platform	70,00	0,40	1,60
BELA PALANKA	between the 2nd and 3rd track	44+907-44+977	platform	70,00	0,40	1,60
Crkvica	NONE					
ČIFLIK	NONE					
Sinjac	NONE					
Đurđevo polje	NONE					
Crvenčevo	NONE					
STANIČENJE	NONE					
Sopot	NONE					
PIROT	between the 1st and 2nd track	72+901-72+989	platform	87,00	0,40	1,60
	between the 2nd and 3rd track	72+868-73+021	platform	153,00	0,40	1,60
Božurat	NONE					
Veliki Jovanovac	NONE					
SUKOVO	NONE					
Činiglavci	next to railway line - left	90+465-90+471	platform	6,00	0,40	1,60
	next to railway line - left	90+485-90+491	platform	6,00	0,40	1,60
Srećkovac	NONE					
DIMITROVGRAD	next to 14th track	97+126-97+267	platform	141,00	0,40	2,50
	between the 1st and 2nd track	97+316-97+717	platform	401,00	0,40	3,20
107 Belgrade Center– Pančevo Main St. - Vršac - state border - (Stamora Moravita)						
BELGRADE CENTER	next to 3rd track	0+120-0+00-0+300	platform	420,00	0,55	10,00
	between the 4th and 5th track	0+155-0+00-0+300	platform	455,00	0,55	10,00
	between the 6th and 7th track	0+155-0+00-0+300	platform	455,00	0,55	10,00

Service point	Location	km position of the beginning and the end of platform	Platform/arranged surface	Dimensions		
				Length (m)	Height (m)	Width (m)
1	2	3	4	5	6	7
	between the 8th and 9th track	0+120-0+00-0+300	platform	420,00	0,55	10,00
	next to 10th track	0+120-0+00-0+300	platform	420,00	0,55	7,00
Karađorđev park	between the tracks (next to left Banat track)	1+123-1+215	platform	92,00	0,55	7,00
	between the tracks (next to right Banat track)	1+222-1+314	platform	92,00	0,55	7,00
Vukov spomenik	between the tracks	2+754,13-2+829,13 (chainage along the left) 2+850,52-2+925,52 (chainage along the right)	central platform	75,00	0,95	18,60
	between the tracks (next to right Banat track)	2+785,52-2+850,52	lateral platform towards the Center	65,00	0,95	3,50
	between the tracks (next to right Banat track)	2+925,52-3+010,52	lateral platform towards the bridge	85,00	0,95	3,50
	between the tracks (next to left Banat track)	2+689,13-2+754,13	lateral platform towards the Center	65,00	0,95	3,50
	between the tracks (next to left Banat track)	2+829,13-2+914,13	lateral platform towards the bridge	85,00	0,95	3,50
PANČEVAČKI MOST	next to 1st track	4+590-4+741	platform	151,00	0,90	4,94
	next to 2nd track	4+694-4+845	platform	151,00	0,90	4,94
	next to railway line - right	10+500-10+600	Danube platform	100,00	0,35	1,60
Krnjača most	Between the left and right track	7+003,50-7+223,50	platform	220,00	0,60	7,00
KRNJAČA	next to 4th track	8+165,06-8+385,06	platform	220,00	0,55	3,00
	next to 1st track	8+182,24-8+402,24	platform	220,00	0,55	3,00
Sebeš	next to left Banat track	9+975,05-10+085,05	platform	110,00	0,60	3,10
	next to right Banat track	9+975,05-10+085,05	platform	110,00	0,60	3,10
OVČA	next to 1st track	12+537,60-12+757,60	platform	220,00	0,55	4,00
	between the 4th and 5th track	12+537,60-12+757,60	platform	220,00	0,55	6,10
PANČEVO MAIN STATION	between the 1st and 2nd track	15+913-16+033	platform	120,00	0,40	1,60
	between the 1st and 2nd track	16+090-16+210	platform	120,00	0,40	1,60
	between the 2nd and 3rd track	15+913-16+210	platform	297,00	0,40	1,60
	between the 3rd and 4th track	15+987-16+137	platform	150,00	0,40	1,60
PANČEVO VAROŠ	next to 1st track	18+131-18+223	station plateau	92,00	0,40	1,60
	between the 1st and 2nd track	18+105-18+345	platform	240,00	0,40	1,60
	between the 2nd and 3rd track	18+100-18+364	platform	264,00	0,40	1,60
BANATSKO NOVO SELO	between the 2nd and 3rd track	33+981-34+035	arranged surface	54,00	0,30	0,50
VLADIMIROVAC	between the 1st and 2nd track	45+806-45+906	arranged surface	100,00	0,00	1,30
	between the 2nd and 3rd track	45+806-45+906	arranged surface	100,00	0,00	1,30
ALIBUNAR	between the 1st and 2nd track	53+503-53+603	arranged surface	100,00	0,00	1,30
	between the 2nd and 3rd track	53+503-53+603	arranged surface	100,00	0,00	1,30
BANATSKI KARLOVAC	between the 2nd and 3rd track					
Nikolinci	NONE					
ULJMA	between the 2nd and 3rd track					
Vlajkovac	NONE					
VRŠAC	between the 1st and 2nd track	82+807,5-82+902,5	platform	95,00	0,40	1,60
	between the 2nd and 3rd track	82+807,5-82+902,5	platform	95,00	0,40	1,60
108 (Belgrade Center) - Resnik - Požega - Vrbnica - state border - (Bijelo Polje)						
RESNIK	next to 1st track	14+080-14+240	arranged surface	160,00	0,55	4,00
	between the 1st and 2nd track	14+080-14+240	platform	160,00	0,35	1,55
	between the 3rd and 4th track	13+943-14+238	platform	295,00	0,55	6,20
BELA REKA	between the 1st and 2nd track	7+538-7+648	platform	110,00	0,35	1,60
Nenadovac	next to railway line - left	12+077-12+127	platform	50,00	0,35	1,60
BARAJEVO	between the 2nd and 3rd track	15+654-15+764	platform	110,00	0,35	1,60
Barajevo Centar	next to railway line - left	17+895-18+003	platform	108,00	0,35	1,60
VELIKI BORAK	between the 1st and 2nd track	23+039-23+151	platform	112,00	0,35	1,60
Leskovac Kolubarski	next to railway line - right	27+720-27+770	platform	50,00	0,35	1,60
STEPOJEVAC	between the 2nd and 3rd track	30+572-30+682	platform	110,00	0,35	1,60

Service point	Location	km position of the beginning and the end of platform	Platform/arranged surface	Dimensions		
				Length (m)	Height (m)	Width (m)
1	2	3	4	5	6	7
VREOCI	between the 2nd and 3rd track	37+150-37+300	platform	150,00	0,35	1,60
	between the 3rd and 4th track	37+150-37+300	platform	150,00	0,35	1,60
LAZAREVAC	between the 1st and 2nd track	45+311-45+462	platform	151,00	0,35	1,60
	between the 2nd and 3rd track	45+311-45+462	platform	151,00	0,35	1,60
LAJKOVAC	between the 1st and 2nd track	52+547-52+697	platform	150,00	0,40	1,60
	between the 2nd and 3rd track	52+527-52+697	platform	170,00	0,35	1,60
SLOVAC	between the 1st and 2nd track	58+899-59+052	platform	153,00	0,35	1,60
	between the 2nd and 3rd track	58+899-59+052	platform	153,00	0,35	1,60
Mlađevo	next to railway line - right	63+958-64+035	platform	77,00	0,35	1,60
DIVCI	between the 1st and 2nd track	67+043-67+213	platform	170,00	0,35	1,60
	between the 2nd and 3rd track	67+043-67+213	platform	170,00	0,35	1,60
Lukavac Kolubarski	next to railway line - right	69+165-69+265	platform	100,00	0,35	1,60
Iverak	next to railway line - right	72+725-72+825	platform	100,00	0,35	1,60
VALJEVO	next to 1st track	77+550-77+851	platform	301,00	0,35	5,4
	between the 2nd and 3rd track	77+562-77+863	platform	301,00	0,35	7,55
VALJEVSKI GRADAC	next to railway line - right	84+560-84+610	platform	50,00	0,35	1,60
Leskovice	next to railway line - left	91+605-91+655	platform	50,00	0,35	1,60
LASTRA	between the 2nd and 3rd track	93+985-94+131	platform	146,00	0,35	1,60
SAMARI	between the 2nd and 3rd track	103+118-103+168	platform	50,00	0,40	1,60
Drenovački Kik	next to railway line - right	107+700-107+750	platform	50,00	0,40	1,60
RAŽANA	between the 3rd and 4th track	111+284-111+430	platform	146,00	0,35	1,60
KOSJERIĆ	between the 3rd and 4th track	118+748-118+948	platform	200,00	0,40	1,60
	between the 4th and 5th track	118+748-118+948	platform	200,00	0,40	1,60
Tubići	next to railway line - left	123+446-123+496	platform	50,00	0,35	1,60
KALENIĆI	between the 3rd and 4th track	129+772-129+918	platform	146,00	0,35	1,60
Otanj	next to railway line - right	133+600-133+710	platform	110,00	0,40	1,50
Glumač	next to railway line - right	135+807-135+863	platform	56,00	0,40	1,60
POŽEGA	next to 1st track	140+720-140+975	platform	255,00	0,45	10,00
	between the 2nd and 3rd track	146+675-140+984	platform	309,00	0,45	6,20
Rasna	next to railway line - right	145+618-145+650	platform	32,00	0,40	1,00
UZIĆI	between the 1st and 2nd track	149+125-149+255	platform	129,00	0,40	1,60
	between the 2nd and 3rd track	149+255-149+389	platform	134,00	0,40	1,60
Zlakusa	next to railway line - right	151+536-151+566	platform	30,00	0,40	1,60
Bukovička Rampa	next to railway line - right	154+141-154+161	platform	20,00	0,40	1,60
SEVOJNO	between the 1st and 2nd track	156+882-157+082	platform	200,00	0,40	1,60
UŽICE FREIGHT STATION	between the 2nd and 3rd track	161+795-161+995	platform	200,00	0,40	1,60
	between the 1st and 2nd track	161+813-161+953	platform	140,00	0,40	1,60
UŽICE	next to 1st track	163+645-163+900	platform	255,00	0,40	3,00
	between the 2nd and 3rd track	163+626-163+881	platform	255,00	0,60	5,10
STAPARI	between the 1st and 2nd track	170+590-170+710	platform	120,00	0,40	1,60
Ristanovića Polje	next to railway line - left	173+412-173+425	platform	13	0,40	1,60
	next to railway line - right	173+426-173+464	platform	38	0,40	1,60
Tripkova	next to railway line - right	176+045-176+095	platform	50	0,40	1,60
SUŠICA	between the 2nd and 3rd track	178+251-178+371	platform	120,00	0,40	1,60
BRANEŠCI	next to 1st track	185+181-185+291	platform	110,00	0,40	5,50
	between the 1st and 2nd track	185+181-185+291	platform	110,00	0,40	1,60
	between the 2nd and 3rd track	185+181-185+291	platform	110,00	0,40	1,60
ZLATIBOR	between the 2nd and 3rd track	193+234-193+404	platform	170,00	0,40	1,60
Ribnica Zlatiborska	next to railway line - left	200+350-200+400	platform	50,00	0,40	1,60
JABLANICA	between the 3rd and 4th track	204-405-204+550	platform	145,00	0,40	1,60
Goleš	next to railway line - right	211+590-211+616	platform	26,00	0,40	1,00
ŠTRPCI	between the 2nd and 3rd track	214-755-214-900	platform	145,00	0,40	1,60
Rača	next to railway line - right	219+515-219+536	platform	21,00	0,40	1,00
PRIBOJ	between the 2nd and 3rd track	225+227-225+490	platform	263,00	0,50	5,10
	between the 6th and 7th track	225+137-225+237	platform	100,00	0,50	3,00
Poljice	next to railway line - right	228+110-228+190	platform	80,00	0,40	1,60
Pribojska Banja	next to railway line - right	232+867-232+899	platform	32,00	0,40	1,00
BISTRICA NA LIMU	between the 2nd and 3rd track	241+208-241+352	platform	144,00	0,40	1,60
Džurovo	next to railway line - right	246+300-246+328	platform	28,00	0,40	1,00
PRIJEPOLJE	next to 1st track	252+396-252+705	platform	309,00	0,40	4,60
	between the 2nd and 3rd track	252+396-252+705	platform	309,00	0,40	7,00
PRIJEPOLJE FREIGHT	between the 2nd and 3rd track	255+789-255+982	platform	187,00	0,35	1,60

Service point	Location	km position of the beginning and the end of platform	Platform/arranged surface	Dimensions		
				Length (m)	Height (m)	Width (m)
1	2	3	4	5	6	7
STATION	between the 3rd and 4th track	255+789-255+982	platform	187,00	0,35	1,60
Velika Župa	next to railway line - right	259+605-259+624	platform	19,00	0,40	1,00
LUČICE	between the 2nd and 3rd track	264+581-264+714	platform	133,00	0,35	1,60
BRODAREVO	between the 2nd and 3rd track	273+255-273+404	platform	149,00	0,30	1,60
VRBNICA	between the 1st and 2nd track	285+205-285+255	platform	50,00	0,30	1,60
	between the 2nd and 3rd track	285+112-285+256	platform	144,00	0,30	1,60
109 Lapovo - Kraljevo - Lešak - Kosovo Polje – Đeneral Janković - state border - (Volkovo)						
LAPOVO	between the 2nd and 3rd track	109+560-109+680	platform	120,00	0,35	1,60
	between the 3rd and 4th track	109+560-109+680	platform	120,00	0,35	1,60
	next to 1st track	109+460-109+510	platform	50,00	0,35	1,60
BATOČINA	between the 1st and 2nd track	3+374,70-3+421,90	platform	47,20	0,12	1,30
Gradac	left side	8+243,40-8+292,90	platform	49,50	0,30	1,05
BADNJEVAC	between the 2nd and 3rd track	12+264,50-12+311,50	platform	47,00	0,14	1,80
Resnik Kragujevački	NONE					
Milatovac	right side	18+206,90-18+253,70	platform	46,80	0,33	1,10
Cvetojevac	right side	20+381-422,20	platform	41,20	0,25	1,20
JOVANOVAC	between the 2nd and 3rd track	22+308-22+352	platform	44,00	0,22	1,75
KRAGUJEVAC	between the 1st and 2nd track	28+726-28+918,70	platform	192,70	0,24	1,20
	between the 2nd and 3rd track	28+752-28+907	platform	155,00	0,24	1,80
Zavod	right side	31+280,50-31+288,25	platform	7,75	0,10	0,50
GROŠNICA	between the 1st and 2nd track	34+062,80-34+104,30	platform	41,50	0,22	1,50
DRAGOBRAĆA	between the 1st and 2nd track	39+529-39+565	platform	36,00	0,20	1,20
Vučkovica	right side	44+513-44+538	platform	25,00	0,30	1,20
KNIĆ	between the 1st and 2nd track	47+560-47+607	platform	47,00	0,30	1,40
GRUŽA	between the 1st and 2nd track	53+458-53+505,5	platform	47,50	0,22	1,40
GUBEREVAC	between the 1st and 2nd track	60+567-60+614	platform	47,00	0,20	1,55
Tomića Brdo	right side	64+795-64+822,50	platform	27,50	0,35	1,00
VITKOVAC	between the 1st and 2nd track	66+309-66+353	platform	44,00	0,25	1,25
Milavčići	left side	70+141,80-70+172,80	platform	31,00	0,35	1,40
VITANOVAC	between the 1st and 2nd track	73+904,30-73+948,70	platform	44,40	0,22	1,40
Šumarice	left side	79+111-79+128,4	platform	17,40	0,25	0,50
Sirča	right side	82+006-82+069	platform	63,00	0,35	1,90
KRALJEVO	between the 1st and 2nd track	84+649-84+733	platform	84,00	0,33	1,60
	between the 2nd and 3rd track	84+649-84+748	platform	99,00	0,33	1,60
MATARUŠKA BANJA	between the 2nd and 3rd track	93+895-93+940	platform	45,00	0.20	1,80
Progorelica	left side	97+352-97+386	platform	34,00	0,25	1,40
BOGUTOVAČKA BANJA	between the 1st and 2nd track	100+868-100+919	platform	51,00	0,22	1,80
DOBRE STRANE	NONE					
POLUMIR	between the 1st and 2nd track	118+291-118+344	platform	53,00	0,26	1,50
Pusto Polje	left side	123+555-123+589	platform	34,00	0,25	1,00
UŠĆE	between the 1st and 2nd track	127+223-127+281	platform	58,00	0,34	1,50
Lozno	right side	132+832-132+866	platform	34,00	0,22	0,50
JOŠANIČKA BANJA	between the 1st and 2nd track	136+102-136+152	platform	50,00	0,25	1,45
Piskanja	left side	138+842-138+884	platform	42,00	0,21	1,00
BRVENIK	between the 1st and 2nd track	143+481-143+528	platform	47,00	0,32	1,50
Rvati	left side	148+258-148+304	platform	46,00	0,22	1,00
RAŠKA	between the 1st and 2nd track	152+236-152+353	platform	117,00	0,32	1,80
Kaznovići	left side	157+700-157+740	platform	40,00	0,23	1,00
RUDNICA	between the 1st and 2nd track	161+970-162+022	platform	48,00	0,25	1,55
Donje Jarinje	NONE					
Jerina	next to railway line - left	168+865-168+935	arranged surface	70,00	0,20	1,60
LEŠAK	between the 1st and 2nd track	172+294-172+394	platform	100,00	0,35	1,60
	between the 2nd and 3rd track	172+294-172+394	platform	100,00	0,35	1,60
Dren	NONE					
LEPOSAVIĆ	between the 1st and 2nd track	182+675-182+775	platform	100,00	0,35	1,60
Pridvorica	NONE					
Sočanica	next to railway line - left	190+000-190+040	platform	40,00	0,35	1,00
IBARSKA SLATINA	NONE					
Plandište	NONE					
BANJSKA	NONE					
Valač	between the 1st and 2nd track	208+170-208+230	arranged surface	60,00	0,35	1,00
ZVEČAN	next to 1st track	210+900-211+000	platform	100,00	0,35	1,60
Kosovska Mitrovica Sever	next to railway line - left	213+390-213+440	platform	50,00	0,35	1,60

Service point	Location	km position of the beginning and the end of platform	Platform/arranged surface	Dimensions		
				Length (m)	Height (m)	Width (m)
1	2	3	4	5	6	7
110 Subotica - Bogojevo - state border - (Erdut)						
BOGOJEVO	NONE					
SONTA	NONE					
PRIGREVICA	between the 1st and 2nd track	58+619-58+649	platform	30,00	0,30	1,55
	between the 2nd and 3rd track	58+619-58+649	platform	30,00	0,30	1,57
BUKOVAČKI SALAŠI	NONE					
SOMBOR	between the 1st and 2nd track	73+417-73+477	platform	60,00	0,31	1,61
	between the 1st and 2nd track	73+584-73+612	arranged surface	28,00	0,05	1,50
	between the 1st and 2nd track	73+673-73+823	arranged surface	150,00	0,05	1,50
	between the 2nd and 3rd track	73+417-73+477	platform	60,00	0,38	1,61
	between the 2nd and 3rd track	73+584-73+612	arranged surface	28,00	0,05	1,50
	between the 3rd and 4th track	73+584-73+701	arranged surface	117,00	0,05	1,50
SVETOZAR MILETIĆ	between the 2nd and 3rd track	83+340-83+397	platform	56,70	0,30	1,68
ALEKSA ŠANTIĆ	between the 2nd and 3rd track	97+500-97-556	platform	55,61	0,24	1,90
BAJMOK	between the 2nd and 3rd track	105+138-105+193	platform	55,00	0,23	1,90
Skenderevo	NONE					
TAVANKUT	between the 2nd and 3rd track	115+350-115+400	platform	50,00	0,30	1,80
Ljutovo	NONE					
ŠEBEŠIĆ	NONE					
Subotica predgrađe	next to railway line - left	128+229-128+270	platform	41,00	0,25	1,60
SUBOTICA	between the 1st and 2nd track	176+360-176+414	arranged surface	54,00	0,05	1,70
	between the 1st and 2nd track	176+414-176+487	platform	73,00	0,25	1,60
	between the 1st and 2nd track	176+487-176+838	arranged surface	351,00	0,05	1,70
	between the 2nd and 3rd track	176+322-176+838	arranged surface	516,00	0,05	1,70
	between the 3rd and 4th track	176+335-176+573	arranged surface	238,00	0,05	1,70
111 Belgrade Marshalling Yard „A“ – Ostružnica - Batajnica						
BELGRADE MARSHALLING YARD A	NONE					
OSTRUŽNICA	NONE					
SURČIN	NONE					
BATAJNICA	between the 1st and 2nd track	20+510 - 20+768	platform	258,00	0,35	1,90
	between the 2nd and 3rd track	20+543 – 20+722	platform	179,00	0,35	1,90
	between the 3rd and 4th track	20+598 – 20+722	platform	124,00	0,35	1,60
	between the 4th and 5th track	20+598 – 20+722	platform	124,00	0,35	1,60
112 Belgrade Marshalling Yard „B“ - Ostružnica						
BELGRADE MARSHALLING YARD B	NONE					
OSTRUŽNICA	NONE					
113 Belgrade Marshalling Yard„A“ - Open line junction „B“ - Open line junction „K/K1“ - Resnik						
BELGRADE MARSHALLING YARD A	NONE					
RESNIK	next to 1st track	14+080-14+240	arranged surface	160,00	0,55	4,00
	between the 1st and 2nd track	14+080-14+240	platform	160,00	0,35	1,55
	between the 3rd and 4th track	13+943-14+238	platform	295,00	0,55	6,20
114 Ostružnica - Open line junction „B“ - (Open line junction „K/K1“)						
OSTRUŽNICA	NONE					
115 Belgrade Marshalling Yard„B“ - Open line junction „R“ - Open line junction „A“ - (Resnik)						
BELGRADE MARSHALLING YARD B	NONE					
116 (Belgrade Marshalling Yard„B“) - Open line junction „R“ - Rakovica						
RAKOVICA	next to 2nd track - right	8+460-8+786	platform	326,00	0,55	6,10
	between the 3rd and 4th track	8+637-8+868	platform	231,00	0,55	6,10
	between the 5th and 6th track	8+545-8+865	platform	320,00	0,55	6,20
117 Belgrade Marshalling Yard„A“ - Open line junction „T“ - Rakovica						
BELGRADE MARSHALLING YARD A	NONE					
RAKOVICA	next to 2nd track - right	8+460-8+786	platform	326,00	0,55	6,10
	between the 3rd and 4th track	8+637-8+868	platform	231,00	0,55	6,10
	between the 5th and 6th track	8+545-8+865	platform	320,00	0,55	6,20
118 Belgrade Marshalling Yard„B“ - Open line junction „T“ - (Rakovica)						
BELGRADE MARSHALLING YARD B	NONE					
119 connecting track in the zone of Open line junction „K/K1”: (Open line junction „B”) - Open line junction „K” - Open line junction						

Service point	Location	km position of the beginning and the end of platform	Platform/arranged surface	Dimensions		
				Length (m)	Height (m)	Width (m)
1	2	3	4	5	6	7
„K1" - (Jajinci)						
120 (Open line junction Pančevački most)-Open line junction Karađorđev park-Open line junction Dedinje-(Open line junction „G")						
Karađorđev park	between the tracks (next to left Banat track)	1+123-1+215	platform	92,00	0,55	7,00
	between the tracks (next to right Banat track)	1+222-1+314	platform	92,00	0,55	7,00
121 Inđija - Golubinci						
INĐIJA	between the 1st and 2nd track	42+840-42+970	platform	130,00	0,40	1,60
	between the 2nd and 3rd track	42+783-42+928	platform	145,00	0,40	1,60
GOLUBINCI	between the 2nd and 3rd track	45+767,00-45+914,00	platform	147,00	0,35	1,60
	between the 3rd and 4th track	45+767,00-45+914,00	platform	147,00	0,35	1,60
122 Novi Sad- Novi Sad Marshalling Yard - Open line junction Sajlovo						
NOVI SAD	next to 11th track	77+836-77+950	platform	114,00	0,40	3,00
	between the 11th and 10th track	77+822-77+950	platform	128,00	0,40	3,72
	between the 10th and 1st track	77+835-77+887	platform	52,00	0,40	4,20
	next to 1st track	77+835-78+250	platform	415,00	0,40	4,20-8,90
	between the 2nd and 4th track	77+843-78+181	platform	338,00	0,40	8,75
	between the 12thand 1st track	78+104-78+250	platform	146,00	0,40	8,90
	between the 14th and 13th track	78+104-78+249	platform	145,00	0,40	6,46
NOVI SAD MARSHALLING YARD	NONE					
123 by-pass track of Mala Krsna station: (Kolari) - separation switch No1 - separation switch No28 - (Osipaonica)						
124 Open line junction Lapovo Varoš - Lapovo Marshalling Yard - Lapovo						
Lapovo Varoš	next to right track	106+250-106+310	platform	60,00	0,35	1,60
	next to left track	106+250-106+310	platform	60,00	0,35	1,60
LAPOVO MARSHALLING YARD	NONE					
LAPOVO	between the 2nd and 3rd track	109+560-109+680	platform	120,00	0,35	1,60
	between the 3rd and 4th track	109+560-109+680	platform	120,00	0,35	1,60
	next to 1st track	109+460-109+510	platform	50,00	0,35	1,60
125 Trupale - Niš Marshalling Yard - Međurovo						
TRUPALE	between the 2nd and 3rd track	234+893-234+994	platform	101,00	0,40	1,60
	between the 4th and 5th track	234+893-234+994	platform	101,00	0,40	1,60
NIŠ MARSHALLING YARD	next to 1a. track	238+216-238+289	platform	73,00	0,40	2,20
MEĐUROVO	NONE					
126 Crveni Krst - Niš Marshalling yard						
CRVENI KRST	between the 2nd and 3rd track	240+842-240+994	platform	152,00	1,60	0,40
NIŠ MARSHALLING YARD	next to 1a. track	238+216-238+289	platform	73,00	0,40	2,20
127 Niš - Open line junction Most - (Niš Marshalling Yard)						
NIŠ	next to 1st track	243+410-243+763	platform	353,00	0,40	5,80
	between the 2nd and 3rd track	243+410-243+813	platform	403,00	0,40	8,00
	between the 4th and 5th track	243+410-243+771	platform	361,00	0,40	8,00
	between the 1b. and 1st track	243+643-243+763	platform	120,00	0,40	5,80
	next to 1a. track	243+660-243+763	platform	103,00	0,40	1,60
128 Connecting track of Niš station: (Crveni Krst) - separation switch No3 - separation switch No4 - (Ćele Kula)						
REGIONAL RAILWAY LINES						
201 Subotica - Horgoš - state border - (Röszke)						
SUBOTICA	between the 1st and 2nd track	176+360-176+414	arranged surface	54,00	0,05	1,70
	between the 1st and 2nd track	176+414-176+487	platform	73,00	0,25	1,60
	between the 1st and 2nd track	176+487-176+838	arranged surface	351,00	0,05	1,70
	between the 2nd and 3rd track	176+322-176+838	arranged surface	516,00	0,05	1,70
	between the 3rd and 4th track	176+335-176+573	arranged surface	238,00	0,05	1,70
JAVNA SKLADIŠTA	next to railway line - left	2+275-2+385	platform	110,00	0,55	3,00
PALIĆ	next to 2nd track (right)	7+575-7+685	platform	110,00	0,55	3,00
	next to 4th track	7+575-7+685	platform	110,00	0,55	8,00
Hajdukovo	next to railway line - right	12+002-12+112	platform	110,00	0,55	3,00
BAČKI VINOGRADI	next to 2nd track (right)	15+360-15+470	platform	110,00	0,55	3,00
HORGOŠ	next to 2nd track (right)	23+995-24+105	platform	110,00	0,55	4,00
	next to 5th track	23+995-24+105	platform	110,00	0,55	4,00
202 Pančevo Main St.- Zrenjanin - Kikinda - state border - (Jimbolia)						
PANČEVO MAIN	between the 1st and 2nd track	15+913-16+033	platform	120	0,40	1,60

Service point	Location	km position of the beginning and the end of platform	Platform/arranged surface	Dimensions		
				Length (m)	Height (m)	Width (m)
1	2	3	4	5	6	7
STATION	between the 1st and 2nd track	16+090-16+210	platform	120	0,40	1,60
	between the 2nd and 3rd track	15+913-16+210	platform	297	0,40	1,60
	between the 3rd and 4th track	15+987-16+137	platform	150	0,40	1,60
JABUKA	NONE					
KAČAREVO	between the 1st and 2nd track	26+784-26+834	platform	50	1,6	0,35
CREPAJA	NONE					
DEBELJAČA	NONE					
KOVAČICA	between the 1st and 2nd track	NONE				
UZDIN	NONE					
TOMAŠEVAC	between the 1st and 2nd track	61+920-61+970	platform	50	1,6	0,35
	between the 2nd and 3rd track	61+920-61+970	platform	50	1,6	0,35
ORLOVAT STAJALIŠTE	between the 1st and 2nd track	64+025-64+075	platform	50	1,6	0,35
LUKIĆEVO	NONE					
ZRENJANIN FABRIKA	NONE					
ZRENJANIN	next to 1st track	88+705-88+776	platform	71	1,3	0,55
	between the 1st and 2nd track	NONE				
	between the 2nd and 3rd track	NONE				
ELEMIR	NONE					
MELENCI	between the 2nd and 3rd track	NONE				
KUMANE	NONE					
NOVI BEČEJ	NONE					
BANATSKO MILOŠEVO POLJE	NONE					
BANATSKO MILOŠEVO	next to 1st track	NONE				
	between the 1st and 2nd track	NONE				
	between the 2nd and 3rd track	NONE				
Derić	NONE					
KIKINDA	next to 1st track	160+030-160+166	platform	136,00	0,19	3,30-4,40
	between the 1st and 2nd track	160+064-160+190	arranged surface	126,00	0,00	1,50
BANATSKO VELIKO SELO	NONE					
203 Belgrade Donji Grad (km 7+041) – Belgrade Dunav - Open line junction Pančevački most – TRAFFIC SUSPENDED						
204 Topčider Putnička (km 4+195) – Open line junction „G“ – (Rakovica)						
205 Banatsko Miloševo - Senta - Subotica						
BANATSKO MILOŠEVO	next to 1st track	NONE				
	between the 1st and 2nd track	NONE				
	between the 2nd and 3rd track	NONE				
Bočar	between the 1st and 2nd track	NONE				
Ester	NONE					
PADEJ	between the 1st and 2nd track	NONE				
	between the 2nd and 3rd track	NONE				
Ostojićevo	between the 1st and 2nd track	NONE				
ČOKA	between the 1st and 2nd track	NONE				
	between the 2nd and 3rd track	NONE				
	between the 3rd and 4th track	NONE				
SENTA	between the 1st and 2nd track	102+905-102+950	platform	45,00	0,17	1,90
Gornji Breg	NONE					
Bogaraš	NONE					
Doline	NONE					
OROM	NONE					
Gabrić	NONE					
Bikovo	NONE					
SUBOTICA	between the 1st and 2nd track	176+360-176+414	arranged surface	54,00	0,05	1,70
	between the 1st and 2nd track	176+414-176+487	platform	73,00	0,25	1,60
	between the 1st and 2nd track	176+487-176+838	arranged surface	351,00	0,05	1,70
	between the 2nd and 3rd track	176+322-176+838	arranged surface	516,00	0,05	1,70
	between the 3rd and 4th track	176+335-176+573	arranged surface	238,00	0,05	1,70

206 Pančevo Varoš - Open line junction 2a - (Јабука)						
PANČEVO VAROŠ	next to 1st track	18+131-18+223	station plateau	92,00	0,40	1,60
	between the 1st and 2nd track	18+105-18+345	platform	240,00	0,40	1,60
	between the 2nd and 3rd track	18+100-18+364	platform	264,00	0,40	1,60
207 Novi Sad- Odžaci - Bogojevo						

Service point	Location	km position of the beginning and the end of platform	Platform/arranged surface	Dimensions		
				Length (m)	Height (m)	Width (m)
1	2	3	4	5	6	7
NOVI SAD	next to 11th track	77+836-77+950	platform	114,00	0,40	3,00
	between the 11th and 10th track	77+822-77+950	platform	128,00	0,40	3,72
	between the 10th and 1st track	77+835-77+887	platform	52,00	0,40	4,20
	next to 1st track	77+835-78+250	platform	415,00	0,40	4,20-8,90
	between the 2nd and 4th track	77+843-78+181	platform	338,00	0,40	8,75
	between the 12th and 1st track	78+104-78+250	platform	146,00	0,40	8,90
	Between 14th and 13th track	78+104-78+249	platform	145,00	0,40	6,46
Veternik	NONE					
FUTOG	NONE					
PETROVAC - GLOŽAN	NONE					
Bački Maglić	NONE					
GAJDOBRA	NONE					
Parage	NONE					
RATKOVO	NONE					
ODŽACI	NONE					
Odžaci - Kalvarija	NONE					
KARAVUKOVO	NONE					
Bogojevo Selo	NONE					
BOGOJEVO	NONE					
208 (NOVI SAD) - Open line junction SAJLOVO - Rimski Šančevi- Orlovat Stajalište						
RIMSKI ŠANČEVI	NONE					
KAĆ	NONE					
Budisava	NONE					
ŠAJKAŠ	NONE					
Vilovo-Gardinovci	NONE					
Lok	NONE					
TITEL	NONE					
Donji Titel	NONE					
Knićanin	NONE					
PERLEZ	NONE					
FARKAŽDIN	NONE					
ORLOVAT	NONE					
ORLOVAT STAJALIŠTE	between the 1st and 2nd track	64+025-64+075	platform	50,00	1,6	0,35
209 Novi Sad Marshalling yard separation switch No7 - Novi Sad Lokoteretna - Open line junction SAJLOVO						
NOVI SADMARSHALLING YARD	NONE					
210 Orlovat - Open line junction 1a - (Lukićevo)						
ORLOVAT	NONE					
211 Ruma - Šabac - Open line junction Donja Borina - state border - (Zvornik Novi)						
RUMA	between the 2nd and 3rd track	64+733-64+973	platform	240,00	0,35	1,60
	between the 3rd and 4th track	64+733-64+973	platform	240,00	0,35	1,60
	between the 4th and 5th track	65+821-64+937	platform	116,00	0,35	1,60
BUĐANOVCI	between the 1st and 2nd track	11+324,00-11+355,00	platform	31,00	0,35	1,60
Nikinci	next to railway line - left	16+657,70-16+688,70	platform	31,00	0,35	1,60
PLATIČEVO	between the 1st and 2nd track	21+293,00-21+323,00	platform	30,00	0,35	1,60
Klenak	next to railway line - right	28+873,15-28+904,15	platform	31,00	0,35	1,60
ŠABAC	between the 1st and 2nd track	32+684,00-32+738,00	platform	54,00	0,40	1,00
Majur	next to railway line - left	3+975-4+025	platform	50,00	0,35	
ŠTITAR	between the 1st and 2nd track	7+713,70-7+735,70	platform	22,00	0,35	1,60
Dublje Mačvansko	NONE					
PETLOVAČA	NONE					
Ribari	NONE					
PRNJAVOR MAČVANSKI	NONE					
Podrinsko Novo Selo	NONE					
LEŠNICA	between the 1st and 2nd track	34+900,00-35+025,00	platform	125,00	2,40	0,55
Jadarska Straža	next to railway line - right	38+860,00-38+940,00	platform	80,00	0,35	1,60
Lipnica	NONE					
LOZNICA	NONE					
Loznica Fabrika	NONE					
KOVILJAČA	between the 1st and 2nd track	56+170,00-56+213,00	platform	43,00	0,35	1,60
Gornja Koviljača	NONE					
BRASINA	between the 2nd and 3rd track	65+212-65+354	platform	142,00	0,35	3,20

Service point	Location	km position of the beginning and the end of platform	Platform/arranged surface	Dimensions		
				Length (m)	Height (m)	Width (m)
1	2	3	4	5	6	7
Donja Borina	next to railway line - right	68+650-68+750	platform	100,00	0,35	1,60
212 (Platičevo) - Open line junction 1 - Open line junction 3 - (Štitar)						
213 Stalać - Kraljevo - Požega						
STALAĆ	between the 2nd and 3rd track	176+222-176+425	platform	203,00	0,28	6,40
	between the 4th and 5th track	176+222-176+425	platform	203,00	0,28	6,40
	between the 6th and 7th track	176+270-176+378	platform	108,00	0,28	5,30
Mrzenica	right side	3+868-3+910	platform	42,00	0,35	2,00
Makrešane	NONE					
DEDINA	NONE					
KRUŠEVAC	between the 2nd and 3rd track	14+451-14+626	platform	175,00	0,35	2,84
	between the 3rd and 4th track	14+490,3-14+610,3	platform	120,00	0,35	1,60
Čitluk	NONE					
KOŠEVI	NONE					
Globoder	NONE					
STOPANJA	NONE					
Donja Počekovina	NONE					
POČEKOVINA	NONE					
Trstenički Odžaci	NONE					
TRSTENIK	between the 2nd and 3rd track	42+400-42+500	platform	102,00	0,35	1,80
VRNJAČKA BANJA	between the 2nd and 3rd track	49+136-49+241	platform	105,00	0,35	1,60
Lipova	NONE					
Tominac	NONE					
PODUNAVCI	NONE					
Vraneši	NONE					
Vrba	NONE					
RATINA	NONE					
Sirča	left side	68+880,70-68+940,40	platform	59,70	0,35	1,60
KRALJEVO	between the 1st and 2nd track	84+641,9-84+774,9	platform	133	0,30	1,60
	between the 2nd and 3rd track	84+644,4-84+773	platform	128,6	0,30	1,60
ADRANI	between the 2nd and 3rd track	78+622,20-78+657,20	platform	35,00	0,35	1,60
Mrsać	left side	81+513-81+553	platform	40,00	0,33	0,50
SAMAILA	NONE					
Goričani	left side	88+610-88+658	platform	48.00	0.37	1,00
MRŠINCI	between the 2nd and 3rd track	92+241-92+279	platform	38.00	0.35	1,00
Kukići	NONE					
ZABLAĆE	NONE					
Baluga	NONE					
ČAČAK	left from 1st track	105+500-105+590	platform	90,00	0,44	6,50
	between the 1st and 2nd track	105+494-105+628	platform	134,00	0,37	1,60
	between the 2nd and 3rd track	105+494-105+615	platform	121,00	0,38	1,60
Trbušani	next to railway line - left	110+240-110+263	platform	23,00	0,40	1,60
PRIJEVOR	between the 2nd and 3rd track	112+820-113+070	platform	250,00	0,40	1,60
OVČAR BANJA	next to railway line - right	120+450-120+550	platform	100,00	0,40	1,60
	between the 1st and 2nd track	120+450-120+652	platform	202,00	0,35	1,60
Jelen Do	next to railway line - right	127+180-127+230	platform	50,00	0,40	1,60
DRAGAČEVO	between the 2nd and 3rd track	128+295-128+405	platform	110,00	0,40	1,60
Gugalj	NONE					
Boračko	NONE					
POŽEGA	next to 1st track	140+720-140+975	platform	255,00	0,45	10,00
	between the 2nd and 3rd track	140+675-140+984	platform	309,00	0,45	6,20
214 connecting track of Kraljevo station: (Mataruška Banja) - separation switch No72 - separation switch No73 - (Adrani)						
215 connecting track of Požega station: (Uzići) - separation switch No53 - separation switch No54 - (Dragačevo)						
216 Smederevo – Open line junction Jezava – Radinac - Mala Krsna						
SMEDEREVO	between the 1st and 2nd track	0+000-0+103	platform	103,00	0,40	1,60
	between the 2nd and 3rd track	0+000-0+105	platform	105,00	0,40	1,60
Godomin	next to railway line - left	3+303-3+350	platform	47,00	0,40	1,60
RADINAC	next to 1st track	6+650-6+800	platform	150,00	0,50	2,20
	between the 2nd and 3rd track	6+650-6+800	platform	150,00	0,60	6,20
Vranovo	next to railway line - left	9+475-9+537	platform	62,00	0,40	1,90
MALA KRSNA	between the 1st and 2nd track	69+030-69+175	platform	145,00	0,40	1,90
	between the 2nd and 3rd track	69+030-69+175	platform	145,00	0,40	1,9
	between the 3rd and 4th track	69+042-69+184	platform	142,00	0,40	1,90
	between the 4th and 5th track	69+080-69+230	platform	150,00	0,40	1,90

Service point	Location	km position of the beginning and the end of platform	Platform/arranged surface	Dimensions		
				Length (m)	Height (m)	Width (m)
1	2	3	4	5	6	7
217 Open line junction Jezava – Smederevo Luka						
218 Mala Krsna - Bor - Open line junction „2" - (Vražogrnac)						
MALA KRSNA	between the 1st and 2nd track	69+030-69+175	platform	145,00	0,40	1,90
	between the 2nd and 3rd track	69+030-69+175	platform	145,00	0,40	1,90
	between the 3rd and 4th track	69+042-69+184	platform	142,00	0,40	1,90
	between the 4th and 5th track	69+080-69+230	platform	150,00	0,40	1,90
Ljubičevski most	NONE					
POŽAREVAC	between the 1st and 2nd track	87+703-87+826	platform	123,00	0,40	1,80
	between the 2nd and 3rd track	87+712-87+816	platform	104,00	0,40	1,60
Jugovićevo	next to track - left	89+078-89+094	platform	16,00	0,50	1,00
Sopot Požarevački	next to track -right	90+082-90+107	platform	24,00	0,40	1,60
BUBUŠINAC-BRATINAC	NONE					
Bare - Kasidol	NONE					
STIG	between the 1st and 2nd track	102+693-102+764	platform	71,00	0,40	1,60
Majilovac	NONE					
SIRAKOVO	between the 1st and 2nd track	109+026-109+079	platform	53,00	0,40	1,60
LJUBINJE	between the 1st and 2nd track	116+381-116+444	platform	63,00	0,40	1,60
Češljeva Bara	next to railway line - left	122+138-122+200	platform	62,00	0,40	1,60
RABROVO-KLENJE	between the 1st and 2nd track	126+007-126+067	platform	60,00	0,40	1,60
Mustapić	NONE					
Mišljenovac	NONE					
ZVIŽD	NONE					
Kučevska Turija	NONE					
KAONA	NONE					
KUČEVO	NONE					
Neresnica	NONE					
Neresnica (tov.)	NONE					
Voluja	NONE					
BRODICA	between the 2nd and 3rd track	164+515-164+576	platform	61,00	0,40	1,60
Bosiljkovac	NONE					
Blagojev Kamen	NONE					
MAJDANPEK	between the 2nd and 3rd track	178+769-178+920	platform	151,00	0,35	1,60
Debeli Lug	next to railway line - left	181+300-181+318	platform	18,00	0,35	1,60
LESKOVO	between the 2nd and 3rd track	187+660-187+722	platform	62,00	0,35	1,60
Jasikovo	next to railway line - left	191+810-191+890	arranged surface	80,00	0,09	1,60
Vlaole Selo	next to railway line - right	194+740-194+780	arranged surface	40,00	0,20	1,60
VLAOLE	between the 2nd and 3rd track	197+163-197+224	platform	61,00	0,35	1,60
Gornjane	next to railway line - right	200+288-200+386	arranged surface	98,00	0,35	1,60
CEROVO	NONE					
Kriveljski most	next to railway line - right	207+905-207+995	arranged surface	90,00	0,35	1,60
Kriveljski potok	next to railway line - left	211+873-211+913	arranged surface	40,00	0,35	1,60
MALI KRIVELJ	between the 1st and 2nd track	215+171-215+206	platform	35,00	0,35	1,60
Brezonik	next to railway line - left	217+490-217+540	platform	50,00	0,35	1,60
BOR	next to 1st track	221+369-221+452	platform	83,00	0,35	8,00
	between the 2nd and 3rd track	221+352-221+452	platform	100,00	0,35	1,60
BOR FREIGHT STATION	between the 2nd and 3rd track	224+320-224+375	platform	55,00	0,35	1,60
BORSKA SLATINA	NONE					
ZAGRAĐE	NONE					
RGOTINA	between the 1st and 2nd track	244+658-244+738	platform	80,00	0,35	1,60
219 (NIŠ) - Crveni Krst - Zaječar – Prahovo Pristanište						
CRVENI KRST	between the 2nd and 3rd track	240+842-240+994	platform	152,00	0,40	1,60
Pantelej	next to railway line - left	7+455-7+507	platform	52,00	0,35	1,60
MATEJEVAC	between the 1st and 2nd track	12+370-12+395	platform	25,00	0,35	1,50
Gornja Vrežina	NONE					
Jasenovik	NONE					
GRAMADA	between the 1st and 2nd track	30+232-30+282	platform	50,00	0,35	1,60
Hadžićevo	NONE					
SVRLJIG	between the 1st and 2nd track	39+925-40+075	platform	150,00	0,35	1,60
Niševac	next to railway line - right	46+002-46+018	platform	16,00	0,35	1,60
PALILULA	between the 1st and 2nd track	49+320-49+355	platform	35,00	0,35	1,60
Svrljiški Miljkovac	NONE					
PODVIS	between the 1st and 2nd track	60+853-60+903	platform	50,00	0,35	1,60
Rgošte	NONE					

Service point	Location	km position of the beginning and the end of platform	Platform/arranged surface	Dimensions		
				Length (m)	Height (m)	Width (m)
1	2	3	4	5	6	7
KNJAŽEVAC	between the 1st and 2nd track	68+338-68+392	platform	54,00	0,35	1,60
Gornje Zuniče	next to railway line - right	72+080-72+142	platform	62,00	0,35	1,60
Donje Zuniče	next to railway line - right	74+988-75+076	platform	88,00	0,35	1,60
MINIĆEVO	between the 1st and 2nd track	81+830-81+930	platform	100,00	0,35	1,60
	between the 2nd and 3rd track	81+930-81+975	platform	45,00	0,35	1,60
Selačka Reka	next to railway line - right	84+450-84+500	arranged surface	50,00	0,35	1,60
Mali Izvor	next to railway line - right	88+180-88+230	platform	50,00	0,35	1,60
Vratarnica	between the 1st and 2nd track	96+048-96+098	platform	50,00	0,35	1,60
GRLJAN	between the 1st and 2nd track	102+955-103+105	platform	150,00	0,35	1,60
Timok	next to railway line - left	107+320-107+380	arranged surface	60,00	0,35	1,60
ZAJEČAR	between the 1st and 2nd track	111+622-111+820	platform	198,00	0,35	1,60
	between the 2nd and 3rd track	111+662-111+815	platform	153,00	0,35	1,60
	between the 3rd and 4th track	111+651-111+803	platform	152,00	0,35	1,60
VRAŽOGRNAC	between the 1st and 2nd track	118+760-118+910	platform	150,00	0,35	1,60
TRNAVAC	between the 1st and 2nd track	124+593-124+668	platform	75,00	0,35	1,60
Čokonjar	next to railway line - left	128+500-128+550	platform	50,00	0,35	1,60
Sokolovica	next to railway line - right	131+100-131+125	platform	25,00	0,35	1,60
TABAKOVAC	between the 1st and 2nd track	136+170-136+223	platform	53,00	0,35	1,60
Tabakovačka reka	next to railway line - right	138+740-138+790	platform	50,00	0,35	1,60
BRUSNIK	between the 1st and 2nd track	145+616-145+696	platform	80,00	0,35	1,60
Tamnič	next to railway line - right	148+420-148+480	platform	60,00	0,35	1,60
Crnomasnica	next to railway line - right	151+323-151+364	platform	41,00	0,35	1,60
Rajac	next to railway line - right	154+430-154+505	platform	75,00	0,35	1,60
ROGLJEVO	between the 1st and 2nd track	156+795-156+875	platform	80,00	0,35	1,60
Veljkovo	NONE					
Mokranja	NONE					
Kobišnica	NONE					
NEGOTIN	between the 2nd and 3rd track	174+049-174+199	platform	150,00	0,35	1,60
PRAHOVO	between the 2nd and 3rd track	181+974-182+054	platform	80,00	0,35	1,60
PRAHOVO PRISTANIŠTE	NONE					
220 (Rgotina) - Open line junction „3" - Open line junction „1" - (Trnavac)						
221 (Barlovo) - Open line junction „1" - Kuršumlija						
KURŠUMLIJA	NONE					
222 Kuršumlija - Kastrat						
KURŠUMLIJA	NONE					
223 Doljevac - Kastrat – Merdare - Kosovo Polje						
DOLJEVAC	between the 1st and 2nd track	261+419-261+527	platform	108	0,40	1,60
	between the 2nd and 3rd track	261+419-261+526	platform	107	0,40	1,60
Šajinovac	NONE					
Toplički Badnjevac	NONE					
Jasenica	NONE					
ŽITORAĐA	NONE					
Žitorađa Centar	next to railway line - left	10+925-10+977	platform	52,00	0,40	1,60
Rečica	NONE					
Lukomir	NONE					
Podina	NONE					
Babin Potok	next to railway line - right	18+726-18+774	platform	48,00	0,40	1,60
PROKUPLJE	between the 1st and 2nd track	22+257-22+370	platform	113,00	0,40	1,60
Gornja Draganja	next to railway line - left	24+990-25+027	platform	37,00	0,40	1,60
Toplička Mala Plana	NONE					
Bresničići	NONE					
BELOLJIN	NONE					
Toplica Milan	NONE					
Pločnik	NONE					
Barlovo	NONE					
Novoselske Livade	NONE					
Pepeljevac	NONE					
Rasputnica Kastrat	NONE					
Visoka	NONE					
Ljuša	NONE					
Rudare	NONE					
Dešiška	NONE					
KOSANIČKA RAČA	NONE					

Service point	Location	km position of the beginning and the end of platform	Platform/arranged surface	Dimensions		
				Length (m)	Height (m)	Width (m)
1	2	3	4	5	6	7
Kosanica	NONE					
Kosančić Ivan	NONE					
Vasiljevac	NONE					
Merdare	NONE					
224 Kosovo Polje - Metohija – Peć**						
225 Kosovo Polje Freight - Open line junction 1 - (Drenica) **						
226 Vrbas - Sombor						
VRBAS	between the 2nd and 3rd track	116+702-116+770,3	platform	68,00	0,35	1,40
	between the 3rd and 4th track	116+702-116+770,3	platform	68,00	0,35	1,40
KULA	between the 2nd and 3rd track	47+626-47+667	platform	41,00	0,25	1,52
CRVENKA	between the 1st and 2nd track	54+956-54+986	platform	30,00	0,15	1,56
SIVAC	NONE					
Novi Sivac	NONE					
KLJAJIĆEVO	between the 1st and 2nd track	75+417-75+456	platform	39,00	0,15	1,38
Čonoplja	between the 1st and 2nd track	79+692-79+722	platform	30,00	0,15	1,31
SOMBOR	between the 1st and 2nd track	73+417-73+477	platform	60,00	0,31	1,61
	between the 1st and 2nd track	73+584-73+612	arranged surface	28,00	0,05	1,50
	between the 1st and 2nd track	73+673-73+823	arranged surface	150,00	0,05	1,50
	between the 2nd and 3rd track	73+417-73+477	platform	60,00	0,38	1,61
	between the 2nd and 3rd track	73+584-73+612	arranged surface	28,00	0,05	1,50
	between the 3rd and 4th track	73+584-73+701	arranged surface	117,00	0,05	1,50
LOCAL RAILWAY LINES						
301 Subotica - Subotica Fabrika – RAILWAY LINE IS OUT OF SERVICE						
302 Subotica - Subotica Bolnica						
SUBOTICA	between the 1st and 2nd track	176+360-176+414	arranged surface	54,00	0,05	1,70
	between the 1st and 2nd track	176+414-176+487	platform	73,00	0,25	1,60
	between the 1st and 2nd track	176+487-176+838	arranged surface	351,00	0,05	1,70
	between the 2nd and 3rd track	176+322-176+838	arranged surface	516,00	0,05	1,70
	between the 3rd and 4th track	176+335-176+573	arranged surface	238,00	0,05	1,70
303 Novi Sad(km 1+042) - Novi Sad Ložionica						
NOVI SAD	next to 11th track	77+836-77+950	platform	114,00	0,40	3,00
	between the 11th and 10th track	77+822-77+950	platform	128,00	0,40	3,72
	between the 10th and 1st track	77+835-77+887	platform	52,00	0,40	4,20
	next to 1st track	77+835-78+250	platform	415,00	0,40	4,20-8,90
	between the 2nd and 4th track	77+843-78+181	platform	338,00	0,40	8,75
	између 12. и 1. колосека	78+104-78+250	platform	146,00	0,40	8,90
	између 14. и 13. колосека	78+104-78+249	platform	145,00	0,40	6,46
304 Podbara - Open line junction „3" - Open line junction „2" - (Kać)						
305 (Rimski Šančevi) - Open line junction „1" - Open line junction „3" - (Podbara)						
306 Rimski Šančevi- Bečej						
RIMSKI ŠANČEVI	NONE					
Bački Jarak	NONE					
TEMERIN	NONE					
GOSPOĐINCI	NONE					
ŽABALJ	NONE					
ČURUG	NONE					
Bačko Gradište	NONE					
Bečej predgrađe	NONE					
BEČEJ	NONE					
308 (Brasina) - Open line junction Donja Borina – Zvornik Grad						
ZVORNIK GRAD	NONE					
309 Pančevo Varoš - Pančevo Vojlovica						
PANČEVO VAROŠ	next to 1st track	18+131-18+223	station plateau	92,00	0,40	1,60
	between the 1st and 2nd track	18+105-18+345	platform	240,00	0,40	1,60
	between the 2nd and 3rd track	18+100-18+364	platform	264,00	0,40	1,60
Pančevo Strelište	next to railway line - left	1+290-1+400	platform	110,00	0,40	1,60
PANČEVO VOJLOVICA	between the 3rd and 4th track	2+632-2+852	platform	220,00	0,40	1,60
	next to 4th track	2+645-2+965	platform	220,00	0,40	1,60
310 Connecting track of Senta station: (Čoka) - separation switch No22 - separation switch No23 - (Orom)						
311 Markovac – Svilajnac – Despotovac – (Resavica)						
MARKOVAC	between the 2nd and 3rd track	100+400-100+450	platform	50	0.4	1.6

Service point	Location	km position of the beginning and the end of platform	Platform/arranged surface	Dimensions		
				Length (m)	Height (m)	Width (m)
1	2	3	4	5	6	7
	between the 3rd and 4th track	100+350-100+452	platform	102	0.4	1.6
	between the 4th and 5th track	100+350-100+448	platform	92	0.4	1.6
312 Metohija - Prizren**						
313 Vršac – Bela Crkva						
VRŠAC	between the 1st and 2nd track	82+807,5-82+902,5	platform	95,00	0,40	1,60
	between the 2nd and 3rd track	82+807,5-82+902,5	platform	95,00	0,40	1,60
Potporanj	NONE					
Straža	NONE					
JASENOVO	NONE					
Crvena Crkva	NONE					
BELA CRKVA	between the 1st and 2nd track	119+052-119+082	platform	30,00	0,30	1,60
SHUNTING LINES						
401 Vršac - Vršac Vašarište						
VRŠAC	between the 1st and 2nd track	82+807,5-82+902,5	platform	95,00	0,40	1,60
	between the 2nd and 3rd track	82+807,5-87+902,5	platform	95,00	0,40	1,60
402 Kikinda – Metanolsko sirćetni kompleks (km 6+413)						
KIKINDA	next to 1st track	160+030-160+166	platform	136,00	0,19	3,30-4,40
	between the 1st and 2nd track	160+064-160+190	arranged surface	126,00	0,00	1,50
403 Bogojevo – Dunavska Obala – TRAFFIC SUSPENDED						
404 Paraćin – Stari Popovac - TRAFFIC SUSPENDED						
405 Surčin – Jakovo-Bečmen						
SURČIN	NONE					
406 Šid- Sremska Rača Nova - state border - (Bijeljina)						
ŠID	between the 1st and 2nd track	116+300-116+490	arranged surface	190,00	0,10	2,50
	between the 2nd and 3rd track	116+300-116+665	platform.	365,00	0,45	1,60
	between the 3rd and 4th track	116+300-116+677	platform	377,00	0,45	1,60
Adaševci	NONE					
MOROVIĆ	between the 1st and 2nd track	12+360-12+390	platform	30,00	0,35	1,60
VIŠNJIĆEVO	between the 1st and 2nd track	19+633-19+655	platform	22,00	0,35	1,60
Rasputnica Rača	NONE					
SREMSKA RAČA NOVA	between the 1st and 2nd track	24+169-24+205	platform	36,00	0,35	1,60
407 Ovča – Padinska Skela - TRAFFIC SUSPENDED						
408 Sonta – Apatin Fabrika						
409 Bačka Palanka – Gajdobra - TRAFFIC SUSPENDED						

***** not intended for handling of passengers
****** The lines on the territory of Kosovo and Metohija are temporarily under the supervision of UNMIK, according to the Temporary Agreement between ŽTP Belgrade and UNMIK railways, dated May 31, 2002 (records No 300/2002 - 153 dated May 31, 2002).

Note: In column one halts are marked with small letters and all other service points with capital letters.

Appendix 9 Method for calculation of electricity consumption for train traction

Compensation for calculation of electricity consumption for train traction is determined as follows:

$$\text{Csv/brtkm} = \frac{MES.RAČ - TROŠ.INF}{BRTKMter + K * BRTKMput}$$

where:

Csv/brtkm – monthly rate of electric energy spent for train traction, expressed in RSD per gross-tonne km.
MES.RAČ – monthly bill amount for high voltage electric energy issued by electric energy supplier.
TROŠ.INF – monthly expenses for electric energy for train traction need used by "Infrastruktura železnice Srbije"
BRTKMter – total (all railway undertakings) monthly freight transport expressed in gross-tonne km.
К – coefficient by means of which is taken into consideration that passenger trains consume more electric energy per gross-tonne km than freight trains.
BRTKMput – total (all railway undertakings) monthly passenger transport expressed in gross-tonne km.

The compensation amount per individual RU is calculated by multiplication of monthly rate of electrical energy for train traction with gross-tonne kilometers realized by the respective RU (BRTKMter for freight service, and K* BRTKMput for passenger service):

Ntern = Csv/btkm * BRTKMtern for freight service, i.e
Nputn = Csv/btkm * К * BRTKMputn for passenger service,

where:

Ntern – compensation paid by x RU in freight service for the consumption of electrical traction, expressed in RSD.
BRTKMtern – gross-tonne kilometres realized by x RU in freight service in the given month.
Nputn - compensation paid by x RU in passenger service for the consumption of electrical traction, expressed in RSD.
BRTKMputn - gross-tonne kilometres realized by x RU in passenger service in the given month.

The compensation is paid to Infrastructure Manager on a monthly basis, based on the issued bill.

K coefficient values are as follows:

month	I	II	III	IV	V	VI	VII	VIII	IX	X	XI	XII
K	2	1,8	1,7	1,5	1,35	1,4	1,4	1,4	1,35	1,5	1,7	1,9